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is one of the most interesting films ever shown.
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The Bombay Chronicle

FOUNDED BY SIR PHEROZESHAH M. MEHTA, IN 1913

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VOL. IV NO. 248 BOMBAY: TUESDAY, OCTOBER 17, 1916. ONE ANNA.

SHIPPING

P. & O. AND BRITISH INDIA.
(Companies Incorporated in England.)
MAIL & PASSENGER SERVICES.

P. & O. SAILINGS
to London calling at Marseilles.

Date.	Steamers.	Tons	From Aden.	Tons.
24th Oct.	Arabia	8000	---	---
29th ,,	Nellora	7000	---	---
5th Novr.	Salsette	6000	Morea	11000
12th ,,	Kaiser-i-Hind	8000	---	---
19th ,,	Palamcotta	6000	Medina	12500
26th ,,	Caledonia	8000	---	---
3rd Decr.	Salsette	6000	Mongolia	10000
10th ,,	Khyber	8000	---	---
17th ,,	Sakaria	6000	Malwa	11000
24th ,,	Nevasa	7000	---	---
31st ,,	Salsette	6000	Kaiser-i-Hind	11500

To Colombo, Straits, China, and Japan transhipping at Colombo for Australia, etc.

Date.	Steamers.	Tons.	Connecting at Colombo.	Tons.
31st Oct	Malta	7000	Malwa *	11000
14th Nov	Novara	7000	Mooltan	10000

The steamer marked * is a through sailing from London to Australia and will be diverted via Bombay, leaving this port about the 23rd October.

BRITISH INDIA SAILINGS.

About	Steamers	Destination.
16th Oct.	Berbera	Middlesboro via Suez Portsaid and Genoa
18th Oct.	Lunga	Karachi direct extra.
*20th Oct.	Lhasa	Karachi coasting.
21st Oct.	Dunera	E. and S. Africa via Porebunder.
25th Oct.	Palamcotta	P. Gulf Extra.

*Or later on arrival of the English Mail steamer.

For accommodation and further information apply to:—
MACKINNON MACKENZIE & Co.,
Agents P. & O. and B. I. S. N. Coys,
Nicol Road, Bombay.

NIPPON-YUSEN KAISHA.
Japan Mail Steamship Co., Ltd.,
(Incorporated in Japan.)
To Japan via Singapore, Hongkong and Shanghai.

Steamers.	Commanders.	Tons.	Arrival.	Departure
Yorofu Maru	S. Hirata	4186	9th Oct.	19th Oct.
Yushin Maru	R. Ozaki	4173	13th Oct.	23rd Oct.
Tsang Maru	S. Kushibiki	5280	19th Oct.	29th Oct.
Yoshi Maru	K. Kishimoto	4098	18th Oct.	30th Oct.
Tomi Maru	M. Fujio	3412	25th Oct.	5th Nov.
YesagataMaru	K. Kudo	3791	28th Oct.	9th Nov.
Mori Maru	M. Taniguchi	3773	10th Nov.	22nd Nov.

For Freight apply to—
T. KAWAGUCHI,
Manager.
York Building,
Hornby Road, Bombay.

OSAKA SHOSEN KAISHA.
(Incorporated in Japan.)
HEAD OFFICE:—OSAKA, JAPAN.
Of 128 Vessels, Gross Tonnage 319,057.
Twice a month from BOMBAY to JAPAN, via Singapore and Hongkong.

Steamers.	Tons.	Commanders.	Arrivals.	Departures
Madaru	4515	M. Nemoto	19th Oct.	29th Oct.
GalMaru	4353	Y. Yamamoto	23rd Oct.	2nd Nov.
LuMaru	4075	T. Watanabe.	3rd Nov.	14th Nov.
KaMaru	6200	---	5th Nov.	16th Nov.

For Freight apply to
M. UCHIYAMA,
Agent.
Readymoney Building,
Hornby Road, Fort, Bombay.

SHIPPING

ELLERMAN'S
CITY AND HALL LINES.
JOINT SERVICE
HOMEWARD
FOR MARSEILLES AND LIVERPOOL.

Steamers.	Class.	Tons.	Leave Bombay about.	Leave Karachi about
City of Paris	A & C	9239		16th Nov.

AUTUMN SAILINGS OUTWARD.

Steamers.	Class.	Tons.	Leave Liverpool about.
City of York	A&C	7834	10th Oct.
City of Birmingham	A&C	7498	10th Nov.

Ports.	1st class Single.	1st class Return	2nd class Single.	2nd class Return.
	Rs.	Rs.	Rs.	Rs.
Marseilles	555	888	430	680
London via Marseilles	630	1,033	480	700
Liverpool	608	90	352	675
London via Marseilles out from Liverpool	---	942	---	712

Special rates by B. Class steamers on application.

Owing to the war, rates of passage and dates of sailing subject to alteration or cancelment without liability to the Company.

Concessions granted to Families. Railway Employees, Hospital Nurses, Missionaries, Tea Planters, etc.

Officers of the Army are exempted from the penalty attached to overstaying their leave by reason of delay in arrival of steamer, provided, it is timed to arrive within the period of their leave.

The A. and C. Class steamers carry a duly qualified Surgeon and an experienced stewardess.

A. and C. Class steamers have Electric Light and Fan, fitted in each cabin FREE OF CHARGE.

The Fares advertised include Free Passage by B. I. Steamer between Bombay and Karachi and vice-versa.

Through booking in connection with Cunard Line.

All the above steamers are fitted with "WIRELESS TELEGRAPHY."

For passage and full particulars apply to:—
KILLICK NIXON & CO.
Bombay:—Messrs. E. Bates & Sons, Agency.
Karachi:—Messrs. Forbes, Forbes, Campbell and Co., Ltd.

ABAD & TANKAHKEE LINES.

REGULARLY TO PERSIAN GULF.

Steamers.	Tons.	Arrival.	Departure.
S.S. Anyo Maru	2169	20th Oct.	1st Nov.
S.S. Mogami Maru	2036	26th Oct.	8th Nov.

For further particulars apply to:—
MIRZA MOHAMED SHIRAZEE,
72, Apollo Street, Fort, Bombay.

THE PERSIAN GULF
S. N. CO. LTD.

Steamers are despatched at regular intervals to Persian Gulf and Red Sea Ports via Karachi.

1st and 2nd class passengers' accommodation, Deck passengers also carried.

Present sailings are as follows:—

FOR PERSIAN GULF PORTS.

S. S. ZAYANI, 3,504 tons, on or about 17th October.

S. S. SHUSHTAR, 2,664 tons on or about 25th October.

FOR JEDDAH VIA ADEN.

S. S. SARDAR, 1,992 tons, on or about 18th October.

For further particulars apply to
HAJI SULTANALI SHUSHTARY & CO.,
Agents,
127, Esplanade Road.

BANKING

NATIONAL BANK OF INDIA, LIMITED.

(Incorporated in the United Kingdom.)
Bankers to the Government in British East Africa and Uganda.
Esplanade Road, BOMBAY.

Subscribed Capital £2,000,000
Paid-up Capital £1,000,000
Reserve Fund £1,200,000

Head Office:
26, Bishopsgate, London, E. C.
Branches:

Calcutta	Chittagong	Mombassa
Bombay	Rangoon	Nairobi
Madras	Mandalay	Nakuru
Karachi	Colombo	Kisuma
Lahore	Kandy	Jinja
Amritsar	Newera-Elliya	Kampala
Delhi	Aden (Camp)	Entebbe
Cawnpore	Aden (Steamer Point)	Tanga, East Africa.
Tuticorin	Zanzibar	
Cochin		

Agents in New York and South America:—
The Anglo-South American Bank, Ltd.
Agents in Mauritius:—
Mauritius Commercial Bank.

FIXED DEPOSITS.
The Bank receives Fixed Deposits for One year and shorter periods at rates of interest to be ascertained on application.

CURRENT DEPOSIT ACCOUNTS
are opened for Approved Customers and interest is allowed at 2 per cent. per annum from Rs. 1,000 up to Rs. 1,00,000 but no interest is allowed when the sum accrued does not amount to Rs. 5 half-yearly.

BILLS OF EXCHANGE
are granted on the Head Office and Branches, in India, China, Africa and Australia, purchased or collected

DRAFTS
are granted on the Head Office and Branches of the Bank and on the Principal Cities of Europe, Africa, America and Australia. Remittences may be by telegrams.

The Bank undertakes the purchase and sale Government Securities. Stocks and Shares and receives same for safe custody realising. Interest and Dividend when due.

Loans and Cash Credits granted on approved securities.

RALPH KIDD.
Manager.

THE YOKOHAMA SPECIE BANK, LIMITED

Established 1889.

Subscribed Capital ..... Yen 48,000,000
Paid-up Capital ..... Yen 30,000,000
Reserve Fund ..... Yen 20,800,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

Antung Hsein	Calcutta	Ryojun (Port Arthur)
Changchun	London	San Francisco
Darien (Dalne)	Lyons	Shanghai
Hankow	Fengtien (Mukden)	Sydney (Australia)
Harbin	Nagasaki	Tiehling
Hongkong	Newchwang	Tientsin
Honolulu	New York	Tokyo
Kobe (Cal. U.S.A.)	Osaka	Tsingtau
Los Angles	Pekin	Tsinanfu
Liaoyang	Singapore.	

CURRENT DEPOSIT ACCOUNTS are opened at 2 per cent. per annum on daily balances of Rs. 1,000 up to Rs. 1,00,000 provided that the amount of half-yearly interest is not less than Rs. 5.

FIXED DEPOSITS are received for one year and shorter periods on terms which may be ascertained on application.

Every description of BANKING and EXCHANGE business transacted.

M. SHUTO,
Sub-Manager.

Post Box No. 207.
Hornby Road Fort, Bombay.

THE BANK OF INDIA, LTD.

ESTABLISHED 7TH SEPTEMBER, 1906.
INCORPORATED UNDER THE INDIAN COMPANIES ACT VI OF 1882.
HEAD OFFICE—ORIENTAL BUILDINGS. BOMBAY.

CAPITAL SUBSCRIBED ..... Rs. 1,00,00,000
CAPITAL PAID-UP ..... Rs. 50,00,000
RESERVE FUND ..... Rs. 7,00,000

CURRENT DEPOSIT ACCOUNTS.
Interest is allowed on daily balances from Rs. 300 to Rs. 1,00,000 at the rate of 2½ per cent. per annum from December 1st to May 21st and 2 per cent. per annum for the remaining six months. On sums exceeding Rs. 1,00,000 interest is allowed by special arrangement. No interest will be allowed which does not amount to Rs. 3 per half year.

FIXED DEPOSITS.
Deposits are received fixed for one year or for shorter periods at rates of interest which can be ascertained on application.

GENERAL BANKING BUSINESS.
Transacted rules for which can be obtained on application.

H. P. STRINGFELLOW,
Manager.

BANK OF BOMBAY.
HEAD OFFICE AND MANDVI BRANCH.
SAVINGS BANK.

The Bank receives Deposits on the following terms:—

Sums not exceeding Rs. 2,000 in the aggregate may be deposited within any one year from 1st January to 31st December.

Deposits may be made in the names of two or more persons and the balance made payable to one or more of them or to the survivor or survivors. Interest is allowed at the rate of three per cent. per annum on the minimum monthly balance not exceeding Rs. 10,000.

Copies of the Rules can be obtained on application at the Bank.

R. AITKEN.
Secretary and Treasurer.

BANKING

THE EASTERN BANK, LTD.

(Incorporated in England.)
Bankers to the Government in Busrah.
SAVINGS DEPOSITS ACCOUNTS.

The Bank receives Savings Deposits on the following terms:—

Interest is allowed at the rate of 3½ per cent. per annum on the minimum balance, up to but not exceeding Rs. 3,000 at the credit of an account between the 6th and the last business days of each calendar month.

Deposits may be made in the names of two or more persons and may be made payable to any one or more of them, or to the survivor or survivors.

Copies of the rules are obtainable on application at the Bank.

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THE ORIENTAL
GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
ESTABLISHED 1874
INDIA'S
Model Life Assurance Company.

FUNDS	CLAIMS PAID
Rs. 5,00,00,000	Rs. 4,50,00,000

The Question of the Moment!

Have you made adequate and secure provision for your wife and family or for old age? If not, effect a Policy with the "ORIENTAL" without a further moment's delay.

Low Premiums. Absolute Security.
Liberal Conditions.

Full particulars and forms on application.

S. S. STORY,
Actg. Manager.
Oriental Buildings, BOMBAY.

EMPIRE OF INDIA
LIFE ASSURANCE CO., LD.
Head Office: BOMBAY.
Funds Exceed Rs. 1 CRORE.

Rates of Premium.
ASSURANCE OF RS. 1,000 PAYABLE AT DEATH.
With Profits.

Age next Birthday	Rs. a.
20	21 10
25	24 2
30	27 4
35	31 6
40	36 11
45	43 14

Prospectus, proposal forms and full particulars may be obtained from
ALLUM, BHARUCHA & Co., Managers.

THE BOMBAY WIDOWS PENSION FUND LIMITED.

ESTABLISHED 1875.

No. 273, Hornby Road, near Fire Brigade Station.
Funded Capital over Two Lakhs.
Investments in Government and approved Securities only.

Regular Deposit with the Controller of Currency of the Government of India in terms of the Insurance Act.
The Accounts are subject to strict audit according to Indian Companies Act.
Perfect Economy in management. The supervision as to Rates Mortality Investigation and Valuation is entrusted to an experienced European Actuary.
The object is to make provision for the widows of subscribers to a monthly pension from Rs. 5 to 50 without distinction of caste or creed. Rates of subscription are very moderate. Liberal Surrender Value in case the wife predeceased. Twelve months' grace if the occupation is lost.
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For details apply for a copy of Rules to—
GAJANAN SADANAND DESAI,
Secretary & Treasurer.

THE SOUND INVESTMENT AGENCY.

SHARE, STOCK, EXCHANGE BROKERS AND COMMISSION AGENTS.

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Fixed and Short period Deposits arranged with Banks, Firms and Mills.
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Agency business of all sorts undertaken.
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Telegraphic Address:—"SURETY" Bombay.

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MESSRS. MEHTA & CO

AUCTIONEERS TO THE GOVERNMENT, G. I. P. RY., ETC.

No. 53, Medows Street, Fort, Bombay.
Telephone No. 1285.

Residence Telephone No. 696.

BONA FIDE SALE.
SALE ON THURSDAY, THE 19TH OCTOBER, AT 2-30 P.M. (S.T.).

AUCTION SALE of very Rich Indian Hand-carved and Specially Ordered and Selected Household, Teak and Blackwood Substantial and Neatly Polished Furniture, Drawing Room Suites lined Silk Tapestry, Rich Artistic Cabinets, English designed Revolving Roll Top, Master Key Figurewood Office Table, Electric Table, Fan; Singer's Hand Sewing Machine, Gramophones, Densmore Typewriters, Chesterfield Easy Chairs, Selected Bedroom, Almirahs, etc., etc.

On THURSDAY, the 19th inst. at 2-30 pm.. (S.T.), Messrs. MEHTA and Coy., are instructed to sell by Public Auction at their Rooms at Medows Street, Fort, (where all the furniture has been removed for sale) the very rich Indian hand carved and specially ordered and selected household teak and blackwood substantial and neatly polished furniture such as dining tables, dining chairs, mirrored sideboards, dumbwaiters, drawing room and reading room silk tapestry lined complete suites of sofas and chairs, rich artistic cabinets, English designed solid figurewood revolving roll top Master key, office table rich carpets, rich ornaments, rich hand painted vases, English palmstands, rich hatstands, rich teapoys, rich writing tables, very rare collection of hand painted pictures of Hindu religion, rich oil painting, and engraving pictures, selected solid bedroom almirahs, cloth and gown presses, dressing chests of drawers, very rich double and single bedsteads, dressing and washing tables, A. C. Current, electric table fan, electric fittings, brand new Hinks hanging lamps, Gerrard's chival glass, Singer's hand sewing machine, double spring phonograph "His Master's Voice" and Talking Machine and Indian Record Co., Densmore Typewriter, rich chesterfield drawing room, easy chair, rich glass, procelain and platedware, etc., etc., the property of W. Bass Esqr., of the Bombay Gas Co., Ltd., including that of other gentlemen.

Catalogues are published and the property is on view.

MEHTA & CO.,
Auctioneers.
Bombay, 17th October, 1916.

WHOLESALE INDIGO DEALERS
AND
SUPPLIERS TO MILLS.
MESSRS. GIRDHARIDAS RADHAKISHENDAS.
Head Office: Barbhai Mohalla, Post No. 3.
BOMBAY.
Telegraphs: "GOODWILL" Telephone No. 2709.
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The *Bombay Chronicle* is sold at one anna throughout India at the following stations:—

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*** The Manager would be glad to receive applications for Sale agencies at Stations not included in the above list.

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The idea that baldness is a sign of intellectuality is fast being exploded.

The hair is not pushed out of the head by the great knowledge inside.

In fact many learned men use Kaminia Oil to prevent their hair from coming out.

They are succeeding with it, too.

So are many in all stages of intellectuality.

Available everywhere but it must be Kaminia Oil.

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Students coached for L. C. C. and Government Auditor's Examinations in Classes held morning and evening or by correspondence system for L. C. C. only. Terms moderate. Principals: A. J. MUKATI, F.L.A.A., Certified Accountant, and A. S. MADON, B.A., A.S.A.A., Incorporated Accountant, Kanta Building, Kalbadevi Road, Bombay.

THE CENTRAL BANK OF INDIA
LIMITED

(Registered under the Indian Companies' Act VI of 1882 on 21st December.
SUBSCRIBED CAPITAL ..... Rs. 30,00,000
PAID-UP CAPITAL ..... Rs. 15,00,000
CURRENT ACCOUNTS: 3 per cent. per annum allowed on daily balance over Rs. 500 from January to June and 2½ per cent. per annum from July to December.
DEPOSITS are received for 12 months and shorter periods. Rates on application.
LOANS, OVERDRAFTS and CASH CREDITS allowed on approved securities at favourable rates.
Purchase and Sale of securities at best rates available effected WITHOUT COMMISSION.
DETAILED Rules and further particulars on application.
AUDITORS: Messrs. A. F. FERGUSON & Co., Chartered Accountants, act as weekly auditors of the Bank.
5 % Exchequer Bonds are bought and sold by the Bank.
HEAD OFFICE:
Alice Building, Hornby Road, Bombay.
S. N. POCHKHANAWALA,
Manager.

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ADVERTISEMENTS not exceeding twenty words Re. 1 per insertion; every additional three (six words) or part of a line 4 annas. Headlines count as two lines.

Advertisers are requested to send remittance with copy of advertisement to avoid delay in publication

Advertisers are requested to note that the publishers cannot undertake to send Replies to Advertisements unless a sufficient amount is prepaid to cover Postage. Replies can always be obtained at the Office on production of the Vouchers given between the hours of 11 a.m. and 5 p.m.

SPECIAL CONTRACT RATES.

may be had on application to—

THE MANAGING DIRECTOR,

"Bombay Chronicle."

MISCELLANEOUS

ASTROLOGY—Professor Xenobin, the well-known astrologer of 8, Chowringhee Corner, Calcutta, is here on a short visit. Ladies and gentlemen wishing to consult, please call or write to the ORIENT HOTEL, opposite Crawford Market, Room No. 8, Bombay. 5566

WANTED

WANTED—Immediately experienced SHORTHAND TYPIST, pay Rs. 45—60, see CLUBWALLA, 50, Church Gate Street. 5602

WANTED—CLOTH SALESMAN for large local Mills. Apply to Box No. 268, Advt. Dept., "Bombay Chronicle." 5618

WANTED—A LADY TYPIST (Shorthand not required), pay according to qualifications. Apply to Box No. 266, Advt. Dept., "Bombay Chronicle." 5613

WANTED—CAPITALIST, who can invest Rs. 5,000 to Rs. 10,000 for a profitable business. Good income guaranteed. Apply to Box No. 267, Advt. Dept., "Bombay Chronicle." 5614

WANTED—CASHIERS and CLERKS. Only experienced hands well versed in English need apply personally with testimonials to the MANAGER TAJ MAHAL HOTEL, between 10 and 12 a.m.

WANTED for Bhavnagar ports a PORT OFFICER salary Rs. 175 p.m. Apply to HIS HIGHNESS MAHARAJA SAHEB of BHAVNAGAR, stating age, qualifications and terms and enclosing copies of testimonials before 31st October, 1916. 5600

WANTED.—One Second-hand STEAM-ENGINE of about 50 to 60 Indicating Horse Power. Please state type and full particulars with lowest price to MADHOWLAL RUNCHORELAL & CO., Ahmedabad.

14th October, 1916.

WANTED—Smart, sound, reliable CLERK for Cotton Firm with thorough knowledge of margin futures accounts to take full charge of department. None but fully experienced cotton clerks need apply. Good salary to a competent man. Write to Box No. 264, Advt. Dept., "Bombay Chronicle." 5587

WANTED—For service on the Uganda Railway, British East Africa, ERECTORS CHARGEMEN and FITTERS CAPABLE of taking charge as Chargemen (all Goans). Three years agreement and free quarters and passage. Apply stating nationality, and salary expected, and enclosing copies of testimonials to the AGENTS in India, Uganda Railway, Karachi. 5593

WANTED—For service on the Uganda Railway, British East Africa, ASSISTANT CARRIAGE EXAMINERS (all Indians). Three years agreement. Free passage and quarters. Apply stating nationality, and salary expected and enclosing copies of testimonials to the AGENTS in India, Uganda Railway, Karachi. 5592

WANTED—For service on the Uganda Railway, British East Africa, CARRIAGE BUILDERS, CARRIAGE EXAMINERS, ASSISTANT CARRIAGE EAMINERS, ERECTORS CHARGEMEN, and CHARGEMEN FITTERS (all Europeans). Three years agreement and free passage and quarters. Apply, stating Nationality and Salary expected, and enclosing copies of testimonials to the AGENTS in India, Uganda Railway, Karachi. 5591

REQUIRED—A FOREST OFFICER for the State.

1. Salary Rs. 300—400—10 years.
2. Must know English and Hindi.
3. Must arrange own house and conveyance.
4. Service permanent guided by State Rules.
5. Must deposit 4 months' security in instalments.

Applications with photos and testimonials which will not be returned, should reach the UNDERSIGNED before the 10th November, 1916.

5612 ARMY MINISTER, Alwar.

FOR SALE

FOR SALE—One FORD MOTOR CAR, 4 Seater 1915, Model in excellent condition throughout. Electric Head Lights, Complete with Tools and Spares Rs. 2,300. Trial on appointment. Apply to Box No. 1000 Advt. Dept., "Bombay Chronicle." 673

FOR SALE

FOR SALE—One WESTINGHOUSE D. C. shunt wound 15 B. H. P., 460 Volts, 960/1100 R. P. M. complete with shunt regulator and pulley. Apply to Box No. 15, Advt. Dept., "Bombay Chronicle." 1085

CLEARANCE SALE of SURGICAL INSTRUMENTS, Toilet Soaps, Wines and Provisions, at TREACHER and Co., Ltd., (In Liquidation.) British Hotel Lane, Apollo Street. 5601

TO BE LET

TO LET—Deolali "Camp View" from end of October.—Apply Mr. CAMA. c/o "Bombay Chronicle."

WATSON'S ANNEXE, Apollo Bunder—Rooms facing Yacht Club, Apollo Pier Road. Rents from Rs. 25 to Rs. 125, Rooms can be furnished and arrangements for Board made on shortest notice. Apply to MANAGER. 706

PUBLIC NOTICES

MUNICIPALITY OF BOMBAY.

NOTICE.

FOOD SUPPLIES AT THE DIFFERENT MUNICIPAL HOSPITALS.

FRESH Sealed Tenders will be received by the Municipal Commissioner, for the City of Bombay, up to 1 p.m., Bombay Time, on MONDAY, the 23rd October, 1916, for the supply of diets, etc., to the different Municipal Hospitals, from 1st November 1916 to 31st October, 1917.

2. Forms of contract, specification, etc., can be obtained free of charge from the Undersigned, who will, on application give any further information that can be required in connection with the contract.

3. Tenders must be accompanied by a deposit of Rs. 500 (Five hundred) only to be paid into the Chief Accountant's Office, Bombay Municipality, in cash or public securities, which will be forfeited in case of withdrawal of tender or of refusal to sign the contract.

4. The Tenders delivered to Officers other than the Chief Accountant or the Commissioner will not be considered.

5. It is particularly requested that any Firm tendering for the contract, should intimate while submitting the tender the names of the partners constituting the Firm.

6. The successful tenderer will be required to pay a further deposit of Rs. 500 (Five hundred) as security for the due and faithful performance of the contract. The monthly supply bills will be subject to a deduction of 10 per cent. on the contract amount if necessary.

7. All charges in connection with the execution, etc., of the contract should be borne by the Contractors.

8. The Municipal Commissioner does not bind himself to accept the lowest or any tender.

By order of the Municipal Commissioner,

B. K. GOLDSMITH,

Actg. Executive Health Officer.

Public Health Department,

Bombay Municipality,

Bombay, 16th October, 1916. 5623

THE MERCANTILE PRESS CO., LTD.

NOTICE.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Shareholders of the Mercantile Press Co., Ltd., will be held at the Company's Registered Office No. 183, Sammual Street, Mandvi on WEDNESDAY, the 15th November, 1916, at 3-30 p.m., (S.T.) when the following special Resolution will be proposed:—

That Messrs. Karsondas T. Rawji and Co. be appointed Agents of the Company in place of the present Agents Messrs. Munjee Nathoobhoy and Co., for a term of 15, years and that they shall be paid 5 per cent. on the gross amount of the Company's bills for pressing and ginning with an allowance of Rs. 150 per month to cover office establishment as allowed to the present Agents.

Should the above Resolution be passed as an Extraordinary Resolution by the required majority it will be submitted for confirmation as a special Resolution to the Second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board of Directors,

MUNJEE NATHOOBHOY & Co.,

Secretaries, Treasurers and Agents.

Bombay, 11th October, 1916. 5620

THE MERCANTILE PRESS CO, LTD.

NOTICE.

NOTICE is hereby given that the 34TH ORDINARY GENERAL MEETING of the Shareholders of the Mercantile Press Co., Ltd. will be held at the Company's Registered Office No. 183, Sammual Street, Mandvi, Bombay, on WEDNESDAY, the 15th November, 1916, at 3 p.m., (Standard Time), for the purpose of transacting the following business:—

1. To receive and adopt the Directors' Report and audited Balance Sheet made up to the year ending 30th June, 1916.
2. To elect Directors in the room of those who retire by rotation, but are eligible for re-election.
3. To appoint an auditor for the ensuing year and fix his remuneration.
4. To transact any other business concerning the Company that the Chairman may place before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from 1st November to 15th November, 1916, both the days inclusive.

By Order of the Board of Directors,

MUNJEE NATHOOBHOY & CO.

Secretaries, Treasurers and Agents.

Bombay, 16th October, 1916. 5619

PUBLIC NOTICES

NOTICE.

TENDERS are invited for conveyance of about 500 tons of Permanent Way Materials from Adatra to Cambay Port by sea.

The rates to include removing the materials from the stacks at Adatra, loading them into vessels, conveyance by sea, unloading, leading and loading into Railway trucks at Cambay, and also insurance of the materials against Marine Risk.

The work should be completed within three months from date of acceptance of the tender.

Tenders which should be superscribed "Tenders for conveyance of Permanent Way Materials" should be addressed to the Engineer-in-Chief for State Railways and Communications, Baroda State, and submitted not later than the 25th of October 1916.

The Engineer-in-Chief does not bind himself to accept the lowest or any tender. 5610

NOTICE.

THE WESTERN INDIA SPG. & MFG. COMPANY, LTD.

FOR SALE.

1 Saw Bench.
1 Cloth Raising Machine.
1 3 Bowl Calender Machine.
1 Crab Winch.
1 Donkey Engine.
5 Sewing Machines.

They are open to inspection at the mills, Kalachowki Road, Parel.

Offers would be received by the Agents, 12 Hummum Street, Fort, Bombay. 5609

THE HYDERABAD (DECCAN) SPINNING AND WEAVING COMPANY, LTD.

NOTICE is hereby given that the ANNUAL ORDINARY GENERAL MEETING of the above Company will be held at the Registered Office of the Company, 42-48, Church Gate Street, Fort, on TUESDAY, the 17th October, 1916, at 4 p.m., (S.T.), to transact the following business:—

1. To receive the Directors' Report and the Audited Accounts for the year ending 30th June, 1916.
2. To declare a Dividend.
3. To elect a Director in the room of the Director who retires by rotation, but is eligible for re-election.
4. To appoint Auditors and fix their remuneration.
5. To transact any other business the Chairman may bring before the Meeting.

The SHARE TRANSFER BOOKS of the Company will be CLOSED from 3rd October to 17th October, 1916, both days inclusive.

By Order of the Board of Directors,

for The Hyderabad (Decca) Spinning and Weaving Company, Limited.

RAMANNAH, RAMGOPAL & BHOOMIAH,

Secretaries, Treasurers and Agents,

By EWART, LATHAM & Co.,

Their Attorneys.

Bombay, 30th September, 1916. 5615

LEGAL NOTICES

NOTICE.

NOTICE is heseby given that RANCHORDAS MADHOWDAS, of Bombay has contracted to sell to our clients the Property at Telwadi on Girgaum Road, without the Fort, mentioned in the Schedule hereunder written.

ALL persons having any claim against the said property either by way of inheritance, gift, sale, mortgage, charge, lien, lease, easement or otherwise are hereby required to make the same known in writing to the undersigned at their office at No. 11, Hummum Street, Fort, within fourteen days from the date hereof, otherwise the purchase will be completed without reference to any such claim and the same if any will be sonsidered as waived.

THE SCHEDULE ABOVE REFERRED TO.

ALL that piece or parcel of land containing by admeasurement three hundred and fifteen square yards or thereabouts being a portion of the oart known as Telwadi and registered in the Books of the Collector of Land Revenue under Old Nos. 235, 236 and New Nos. 1744, 1744, Old Survey No. 141 and New Survey No. 8046, together with the messuages and two houses and all the tenements standing thereon assessed by the Municipality of Bombay under D Ward Nos. 161 (2), 161 (3) and Street Nos. 4A, 4B and all which premises are situate at and on the Western Side of Girgaum Road without the Fort of Bombay in the Registration sub-district of Bombay and are bounded as follows:—that is to say on or towards the North by the property of Chaturbhuj Morarji, on or towards the South by the property of Jugmohandas Varjiwandas, on or towards the East by the said Girgaum Road, and on or towards the West by vacant land belonging to the said Jagmohandas Varjiwandas.

Dated this 16th day of October, 1916.

PURNANAND & CO.,

5621 Purchasers' Attorneys.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.

TESTAMENTARY AND INTESTATE JURISDICTION.

George V by the Grace of God of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas King Defender of the Faith, Emperor of India.

Petition for Letters of Administration of the property and credits of MUKUND KESHEO BAL, of Bombay Deccani Brahmin Hindu Inhabitant, a clerk, residing at Mugbhat Girgaum, without the Fort...Deceased.

GOVIND KESHEO BAL, of Bombay Deccani Brahmin Hindu Inhabitant, a Shop-keeper, residing at Gamdevi Girgaon, outside the Fort of Bombay, brother of the deceased .....Petitioner.

All persons claiming to have any interest in the Estate of the abovenamed deceased are hereby cited to come and see the Proceedings if they think fit before the Grant of Letters of Administration.

Witness Sir BASIL SCOTT, Knight, Chief Justice at Bombay aforesaid this tenth day of October, in the year of our Lord One thousand nine hundred and sixteen and in the seventh year of our Reign.

Seal of the High Court at Bombay.

(Sd.) A. M. KAJIJI,

Registrar.

(Sd.) P. B. MALABARI,

10th day of October, 1916.

Messrs. SABNIS & GOREGAOKER,

5617 Petitioner's Attorneys.

LEGAL NOTICES

NOTICE.

IN an AUCTION SALE held on the 7th day of October, 1916, at 4-30 p.m. under instructions of R. D. Sethna, Esq., Receiver, of the estate of RAMJEE GOVINDJEE in suit No. 244 of 1908 our client Mr. MEGHJI LADHA BARDANWALLA was the highest bidder and was declared the purchaser of the immoveable property put up for sale as aforesaid and more particularly described hereunder written. Notice is therefore hereby given that all persons having or claiming any right, title, interest, claim, or demand into or upon or in respect of the said immoveable property or any part thereof, by way of inheritance, gift, bequest, trust, charge, mortgage, lease, lien, or otherwise howsoever are hereby required to send in writing particulars of their claims (if any) to the undersigned at their office at 121, Esplanade Road, Fort, Bombay, within 14 days from the date hereof, otherwise at the expiration of which period the sale will be completed without reference to such claim or claims (if any) and the same will then be considered to have been waived and regarded as null and void.

DESCRIPTION OF THE PROPERTY.

ALL that piece or parcel of land or ground together with messuage tenement or dwelling house standing thereon situate lying and being at Mandvi Bunder in the Sub-District of Bombay on the east side of Essaji Hassaji Street outside the Fort of Bombay registered in the books of the Collector of Land Revenue under old Nos. 542, 543, 741, 543, 741, 1427 New Nos. 6195, Old Survey Nos. 572, 3/573, 1/573, 2/573, 574, 575 and New Survey No. 2520 for quit or ground rent and which said premises are assessed by the Municipality of Bombay under B Ward No. 1475 and Street Nos. 31 and 37 Issaji Street and standing in the name of Bhagbai widow of Govindjee Panjoo and containing by admeasurement 144 square yards and four-ninths of another square yard or thereabouts and bounded on or towards the East partly by the property of Khatao Rowji and partly by the property of Gokaldas Madhavji on or towards the West by the said Issaji Hassaji Street otherwise called Issaji Street on or towards the North by the property of Hansraj Morarji and beyond that by a passage and on or towards the South by the property formerly of Tapidas Varajdas but now of the estate of Thakar Tulsidas Surji.

Dated this 16th day of October, 1916.

CAPTAIN & VAIDYA,

5622 Purchaser's Attorneys.

NEXT OF KIN WANTED.

WANTED next of kin of the late Mrs. Sarah Boyd, widow of James Tennant Boyd, late Proprietor of Boyd's Ice Factory, Bombay. Mrs. Boyd was first married to Mr. James Frederick Barrett at Karachi, then to Mr. William Pritchard and as his widow she married Mr. Boyd in Bombay in October, 1887. Information to be sent to CRAWFORD BAYLEY and Co. Solicitors, 24, Esplanade Road, Bombay. 5373.

AMUSEMENTS

THE EXCELSIOR

Commencing Wednesday, Oct. 18th.

and every evening at 9-30 p.m.

Maurice E. Bandman presents the

BANDMAN OPERA CO.

Wednesday 18th	"TO-NIGHT'S THE NIGHT"
Thursday 19th	"GRUMPY"
Friday 20th	"THE ONLY GIRL"
Saturday 21st	"THE CINEMA STAR"
Monday 23rd	"THE MAN WHO STAYED AT HOME"
Tuesday 24th	"BETTY"
Wednesday 25th	"CHARLIE'S AUNT"

Original Version as played by W. S. PENLEY.

Prices, Rs. 5, 4, 3, 2, 1.

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AMUSEMENTS

THE EXCELSIOR

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10,000 Feet shown complete.

Prices:— At 9-30 p.m. Rs. 4, 3, 2, 1 and 8 annas.
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NOTE.—A large percentage of the proceeds paid to the War Office for Military charities.

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Dr. Bodie will be in attendance at the foyer of the Royal Opera House (entrance from Garden) from 11-30 till 12-30 daily to give free advice to the paralysed, crippled and similarly affected.

NOTE:— ALL CINEMA PASSES ARE SUSPENDED FOR THESE PERFORMANCES.

NO CINEMA TILL FRIDAY.

SHIPPING.

ARRIVALS.

Oct. 16th.

Hindu — Woodget — Calcutta, Sept. 14

The following vessels began to load yesterday.

Steamer Virawa for Calcutta.
" City of Lincoln for Liverpool, etc.

S. S. Hindu:—The B. I. S. N. Co.'s steamer Hindu, 321 tons, Captain H. G. Woodget, arrived in harbour yesterday from Calcutta, which port she had left on the 14th ultimo, with ballast.

S. S. Penang Maru:—The N. Y. K. steamer Penang Maru left Colombo for Bombay on the 15th instant, and due here on the 19th instant.

Monday, 16th October, 1916.

PRINCE'S DOCK.

B. Tenshin Maru	Ozaki	N. Y. K
D. & E. Yetorofu Maru		N. Y. Kaisha
F. Dunera		M. M. & Co
H. Singaporean	Saunderson	M. M. Shirazi
K. Maru	Jebsen	
M. Salsette	Armitage	P. & O. S. N. Co
N. Clurnum	Thomas	W. & A. G. & Co

HARBOUR WALL.

Ponani, Mahanadi, Satanji, Indravati	B. S. N. Co

VICTORIA DOCK.

1 Aviemoor		M. M. & Co
2 Porto de Adalia	Alberto	Rubattino Line
4 Zayanee	Ookerji	M. S. Shostree
6 Bahrein	Bonnet	T. M. & Co
10 & 11 City of Lincoln		K. Nixon & Co
15 Sardar		H. S. Shustary

HARBOUR WALL.

Linga	M. M. & Co

H. D. D.

Tug Harold	H. I. Dixon & Co

M. W. D. D.

Dara	J. F. & Co

ALEXANDRA DOCK.

1 Berbera		M. M. & Co
5 Malta		P. & O. Co
6 Khiva	Potter	P. & O. S. N. Co
15 Taisho Maru	Yamata	B. Bomonji & Co

HARBOUR WALL.

Soyo Maru	Palata	W. & A. G. & Co

VESSELS IN THE STREAM.

Baroda		M. M. & Co
Beme	Younger	S. W. & Co
City of Calcutta	Rigby	W. & A. G. & Co
Clan Leslie	Henderson	J. F. & Co
Diu	Pallett	W. & A. G. & Co
Flor-de-Diu	Aboo	Bhimji
Itola	Babb	M. M. & Co
Montebello	Andrew	J. F. & Co
Nurani	Thomson	B. & P. S. N. Co
Pundua	Andrewson	M. M. & Co
Rooke	Sura	W. & A. G. & Co
Rounton Grange	Lawson	J. M. & Co
Sardar	Bruce	T. M. & Co
Virawa	Hepburn	M. M. & Co
Yetorofu Maru	Hirata	N. Y. K.

EXPORTS.

Oct. 16.

FOR LIVERPOOL.

City of Lincoln (s) 125 bales wool, E. Doosa & Co.; 1,000 bales cotton fly, H. E. Bode & Sons; 200 bales cotton fly O. Velji; 310 bales cotton fly, C. Peraj & Co.; 900 bales cotton waste C. Peraj & Co.; 1,250 tons manganese ore, Turner Morrison & Co.; 300 tones ore, Turner Morrison & Co.; 300 tones manganese ore Central India Mining Co.; 104 bales cotton fly, K. Devchand & Co.; 150 bales cotton waste, K. Devchand & Co.; 1,012 cwts. linseed oil cake, F. P. Campbell & Co.; 369 bales cotton, Bombay Co.; 4,001 cwts. linseed cake, Bombay Flour and Oil Mill Co.

FOR MARSEILLES.

City of Lincoln (s) 2,973 cwts. lentils, John Fachiri.

Rounten Grange (s) 200 bales cotton fly, K. Devchand & Co.; 500 cwts. mustard seed, M. Soomji; 2,200 cwts. mustard seed, Volkart Bros.; 1,000 cwts. mustard seed, Louis Dreyfus & Co.; 14,000 cwts. linseed, Louis Dreyfus and Co.; 6,000 cwts. groundnuts, Louis Dreyfus & Co.; 5,000 cwts. mussoor, Louis Dreyfus & Co.; 2,400 cwts. rapeseed, Louis Dreyfus & Co.

FOR GENOA.

Porto-de-Adalai (s) 2,000 cwts. linseed, K. M. Nathoo; 100 bales cotton, Bombay Company.

FOR NAPLES.

Porto-de-Adalia (s) 125 bales cotton, J. Kisonchand.

FOR HULL.

Cilurnum (s) 1,104 cwts. groundnu oil cake T. Morrison & Co.; 22,760 cwts. linseed, Louis Dreyfus & Co.

Dara (s) 275 bales cotton fly, Commercial Trading Co.; 4,000 cwts. peas, Louis Dreyfus & Co.; 16,600 cwts. groundnuts, Louis Dreyfus & Co.; 8,400 cwts. rapeseed, Louis Dreyfus & Co.; 900 cwts. buffalo horn, E. Mahome & Sons.

FOR SHANGHAI.

Malta (s) 200 bales cotton twist, A. E. J. Abraham; 75 bales cotton twist, M. B. Kaisha; 124 cwts. beeswax, E. Nowroji & Co.; 9 cwts. gum arabic, E. Nowroji & Co.

FOR HONGKONG.

Malta (s) 15 cases Indian condiments, M. M. Poonjiaji & Co.; 60 cwts. gum olibanum, E. Nowroji & Co.; 96 bales cotton twist I. David; 5½ cwts. ivory waste, H. Rawjee; 100 bales cotton twist, C. Bomanji & Co.

FOR KOBE.

Yetorofu Maru (s) 750 bales cotton, M B. Kaisha; 1,000 bales cotton, M. M. K. Kaisha.

FOR OSAKA.

Yetorofu Maru (s) 500 bales cotton M N. K. Kaisha; 87 bales cotton, M. B. Kaisa.

FOR YOKHOHAMA.

Yetorfu Maru (s) 100 bales cotton, M N. K. Kaisha; 66 bales cotton, M. B. Kaisa.

IMPORTS.

Oct 16.

S. S. Tenshin Maru from Kobe, Agen. N. Y. Kaisha:—22 cases camphor, 46 cases sulphuric acid, 185 bundles dried ginge 385 cases beer, 100 casks cement, 45 cases vegetable wax, 7 cases spectacles, 1 case perfumery, 492 cases porcelainware, 59 cases, 335 bales cotton sheeting, 8 cases white tton, 14 cases mercerised cotton, 11 cases otton thread, 279 cases cotton goods, 831 piec pine lumber, 1,170 bags sugar, 3 cases wooll and cotton goods, 37 cases spun silk, 2 cases woollen yarn, 30 bales cotton shirts, 50 cases Codds bottle, 87 bales cotton ya, 17 cases glass bottles, 2 cases scent bots 50 packages vinegar, 50 cases nitric id 2 cases cotton blankets, 5 cases flax hea cord, 9 cases glass jars, 2 cases wooden sts, 11 cases umbrellas, 2 cases glass tumbs, 12 cases soap, 29 cases silk goods, cases insect powder, 46 cases glass mirrors, cases earthenware, 8 cases umbrella furnre, 1 case gas mantles, 18 bales canvas, cases knitted goods, 8 cases chalk, 49 bales nvas hose, 36 drums bleaching powder, boxes canned beef, 5 boxes canned pork, boxes pickled onion, 7 boxes chow chow, boxes pickles, 100 boxes condensed milk, 5 es, 1 cask, 19 packages provisions, 5 cases assia oil, 1,176 cases fire crackers, 411 barliver, 6 boxes gold bullion, 5 boxes, 6 bues, 5 chests, 87 bales silk, 5 boxes golld barcases aniseed oil, 5 cases vermillion, 1 casgars, 64 bales raw silk, 1,010 cases cassia, cases glass bangles, 930 cases cheese, 72 es, 3 cases, 23 packages, 12 bundles, 18 rollsther, 397 cases meat, 770 cases canned f 70 cases mace, 130 bags coffee, 610 cases fried meat, 109 slabs tin, 31 bags pepper, bags sago flour 84 bags cubebs, 182 bags negs, 764 bags betel nuts, 40 bags tapioca r, 69 cases tea, 1,644 bundles rattan, drum citronella oil, 6,464 bags copra, bags arecanuts, 100 bales matting fibre, 20 ages tyres 101 bundles, 122 cases gum benn.

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WEATHER REPORT

(ASSOCIATED PRESS.)

SIMLA, Oct. 16.

Except for a few falls in north-east India and Burma rainfall has been confined to the Peninsula where it has been widespread and moderately heavy especially in Madras. The disturbance in the bay has developed into a storm the centre of which is about two hundred and fifty miles south-east of Madras.

Rainfall has been nearly general in Mysore, Malabar, south-east Madras, Madras Deccan and north Madras coast; local in Konkan, Bombay Deccan, south Hyderabad. A few falls also occurred in Burma and Bengal.

The chief amounts are:—Berhampore, Bombay, Bangalore, Mysore, Nellore and Waltair one inch, Madras three.

Forecast:—Increase of rainfall in the Peninsula.

EARTHQUAKE SHOCK AT LUCKNOW.

(ASSOCIATED PRESS.)

LUCKNOW, Oct. 16.

A slight earthquake shock was felt at about 1-20 a.m. yesterday morning. It is remarkable that this coincides with the extremely hot weather Lucknow is experiencing. The heat yesterday was intense.

RAINFALL AT BOMBAY.

STATIONS.	24 hours to 8 a.m. of 16th Oct. 1916.	Total since June 1st 1916.	June 1st to Oct. 16th. 1915.	1914.
Colaba [Observatory]	0.92	82.72	76.18	81.29
Fort [St. George's Hospital]	....	....	....	....
Esplanade [Gok. Tej. Hospital]	....	....	....	....
Byculla [J. J. Hospital]	....	....	....	....

TEMPERATURE IN BOMBAY.

GOVERNMENT OBSERVATORY, COLABA.

Bombay, 15th Oct. 1916.

Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 4 p.m. and 10 p.m.	
Barometer corrected to 32 deg Fahr.	29.780 Inch
Temperature of Air	81.0 Deg.
Wet Bulb Thermometer	77.8 ,,
Dew Point	76.7 ,,
Relative humidity of Air	0.871 ,,
Extent of cloudy sky (the whole sky Cloudy—10)	4.2 ,,
Maximum temperature of Air	88.1 ,,
Minimum....do....do.	74.9 ,,
General direction of Wind from midnight to midnight	ENE,NW.
Movement of Wind from midnight to midnight	160 Miles.
Fall of Rain	0.92 Inch.
Total fall during month	2.29 ,,
Do. do. year	82.33 ,,
Additional fall of rain up to 10 a.m. of 16th	0.00 ,,

SUN, MOON AND TIDES IN BOMBAY.

The following are the hours and heights of the tides in Bombay Harbour during the ensuing week. Hour stated in Bombay Mean Time depth of water is at Prince's Dock:—

		HIGH WATER.				LOW WATER.			
Day of Week.	Day of Month.	Bombay Mean time.		Depth on Still.		Day of Month.	Bombay Mean time.		Depth on Still.
	Oct.	h.	m.	ft.	in.	Oct.	h.	m.	ft.	in.
Mon.	16	m 2	11	27	2	16	m 8	2	20	0
		1	48a	24	11		7	44a	17	2
Tues.	17	m 2	50	26	3	17	m 8	45	20	9
		2	25a	24	0		8	19a	18	2
Wed.	18	m 3	35	25	6	18	m 9	51	21	3
		3	12a	23	3		9	2a	19	2
Thur.	19	m 4	29	24	10	19	m 11	58	21	3
		4	21a	22	9		10	11a	20	0
Fri.	20	m 5	40	24	7	20		1	12a	20	8
		6	0a	22	9					
Sat.	21	m 6	56	24	9	21	m 0	1	20	4
		7	35a	23	3		1	57a	19	10
Sun.	22	m 7	55	26	2	22	m 1	29	20	0
		8	34a	24	8		2	30a	18	11

The following are the hours of sunrise and sunset according to Indian Standard Time during the ensuing week:—

Oct.	Sunrise.	Sunset.
,, 16 (Monday)	,, 6h. 33m.	,, 6h. 15m.
,, 17 (Tuesday)	,, 6h. 33m.	,, 6h. 15m.
,, 18 (Wednesday)	,, 6h. 34m.	,, 6h. 14m.
,, 19 (Thursday)	,, 6h. 34m.	,, 6h. 13m.
,, 20 (Friday)	,, 6h. 34m.	,, 6h. 13m.
,, 21 (Saturday)	,, 6h. 35m.	,, 6h. 12m.
,, 22 (Sunday)	,, 6h. 35m.	,, 6h. 11m.

PHASES OF THE MOON:—

First Quarter	1916 Oct.	4, 4h. 30m.,	5m. p.m.
Full Moon	,, ,,	11, 0h. 31m.,	1m. p.m.
Last Quarter	,, ,,	19, 6h. 38m.,	7m. a.m.
New Moon	,, ,,	27, 2h. 7m.,	0m. a.m.

DAILY WEATHER REPORT.

Summary of observations recorded at hours on Monday, the 16th October, 1916, giving data for the preceding 24 hours.

The Punjab.—Skies are clear. Humidity is normal or in excess. Night temperature continues in excess; day temperature is also above normal in the south-west Punjab.

The United Provinces—Skies are clear. Humidity is normal or in excess. Day temperature is in defect at some stations; night temperature is generally in excess.

Sind and Rajputana.—Skies are clear or lightly clouded. The air is damper than usual in Rajputana. Day temperature is in defect at most stations in Rajputana.

Gujarat, Kathiawar and Central India West.—Skies are lightly or moderately clouded in Kathiawar and south Gujarat and clear elsewhere. Humidity is in excess in Central India West and north Gujarat and normal or in defect over the rest of the division.

The Central Provinces.—Saugor reports 0.14 in. of rain. Skies are clear or lightly clouded. Humidity is normal or in excess. Night temperature is in excess.

The Konkan.—Rainfall has been nearly general in the north Konkan; Bombay has had 0.92 in. and Ratnagiri 0.33 in. Skies are moderately clouded.

The Bombay Deccan and Hyderabad.—Rainfall has been nearly general in the southern half of the division; Bijapur has had 0.27 in., Belgaum 0.44 in. and Hyderabad 0.57 in. Skies are lightly or moderately clouded. Humidity is normal or in excess.

General Remarks.—Rainfall has been nearly general in Malabar, south-east Madras, the south Bombay and the Madras Deccan, south Hyderabad and the north Konkan, while isolated showers have occurred in the Central Provinces. The unsettled conditions in the south of the Bay of Bengal are more marked. Weather is also slightly unsettled in the south-east Arabian Sea.

Nearly general rain is likely in south-east Madras, Malabar and the Madras Deccan and local rin in the south Bombay Deccan south Hyderabad and the Konkan and on the north Madras coast.

OBSERVATIONS TAKEN AT 8 a. m. on MONDAY, the 16th of October 1916.

STATIONS.	Temp in Shade. Maximum of past 24 hours	Temp in Shade. Minimum of past 24 hours	Humidity. 8 A. M.	Rainfall. Past 24 hours	Rainfall. Total 1st June to date.	Rainfall. Departure 1st June to date.
PERSIAN GULF—						
Bushire	..	..	..	..	..	..
Do. (th Oct.)	..	..	..	..	..	..
Jask	94.5	74.1	79	..	0.29	0.28
Do. (th Oct.)	..	..	..	..	..	..
Muskat	98.6	82.8	50	..	0.58	0.40
Do. (15th Oct.)	96.1	84.3	48	..	0.88	0.40
PUNJAB—						
Multan	99 6	68.8	55	..	4.77	0.04
Rawalpindi	87.0	54.8	66	..	38.71	16.04
Lahore	93.8	66.3	64	..	25.58	8.36
Hissar	93.8	69.0	58	..	19.46	..
Ambala	88.7	66.1	88	..	38.41	17.64
Delhi	90.5	71.8	65	..	27.76	4.13
UNITED PROVINCES—						
Agra	91.5	72.7	64	..	29.35	4.57
Mainpuri	91.9	68.1	52	..	34.03	9.83
Jhansi	88.8	69.8	84	..	47.77	12 67
Cawnpore	88	472.9	84	..	40.52	15.95
Allahabad	90.9	75.3	80	..	61.14	25.46
SIND AND RAJPUTANA						
Jacobabad	101.5	82.8	55	..	3.17	0.91
Karachi	84.6	72.9	75	..	21.97	15.54
Ajmer	87.8	64.9	58	..	27.29	8.34
Jaipur	9..5	65.2	63	..	23.23	1.47
Kotah	..	..	..	..	..	..
Mount Abu	75.4	64.9	64	..	63.30	24.78
GUJARAT, KATHIAWAR AND CENTRAL INDIA WEST—						
Bhuj	96.0	70.7	53	..	13.29	—0.05
Dwarka	94.7	75.4	61	..	11.10	—2.59
Veraval	94.0	73.4	70	..	15.50	6.49
Rajkot	96.6	67.8	51	..	25.04	—0.63
Bhavnagar Para	96.8	71.0	71	..	19.38	—0.44
Surat	86.9	74.7	73	..	52.63	12.77
Ahmedabad	96.9	75.3	58	..	24.83	—4.54
Deesa	97.2	70.0	61	..	25.22	2.01
Neemuch	85.5	65.2	65	..	38.76	11.54
Indore	89.5	67.2	60	..	40.01	9.23
CENTRAL PROVINCES—						
Jubbulpore	85.9	60.3	75	..	52.49	1.09
Saugor	86.0	69.6	77	0.14	40.31	—2.61
Hoshangabad	88.8	69.8	76	..	38.39	35.23
Khandwa	7	77.1	58	..	4.87	6.97
Akola	94.3	7..	67	..	38.39	9.03
Amraoti	90.8	70.0	67	..	41.75	11.67
Nagpur	90.8	72.6	76	..	61.99	7.76
Chanda	90.1	72.2	82	..	54.22	5.67
Raipur	88.6	73.6	84	..	36.78	—8.42
KONKAN—						
Bombay	88.1	74.6	83	0.92	82.72	13.09
Ratnagiri	87.1	74.9	74	0.33	133.16	35.23
Marmugao	88.2	73.1	86	0.09	116.55	27.74
Karwar	88.7	73.6	93	0.05	128.63	13.77
BOMBAY DACCAN AND HYDERAB.. —						
Malegaon	93.0	68.0	65	..	20.74	0.62
Ahmednagar	86.0	67.7	69	..	27.31	8.29
Poona	88.0	68.3	84	0.02	21.46	—1.06
Sholapur	91.8	71.2	86	0.03	14.75	—1.76
Bijapur	90.8	70.8	85	0.2	19.87	3.25
Belgaum	84.3	66.5	83	0.44	34.90	—6.29
Aurangabad	92.2	69.8	64	..	41.63	16.66
Nizamabad(Indur).	90.7	72.2	72	..	32.24	—4.80
Hyderabad	89.6	71.9	82	0.57	37.23	11.39
MALABAR AND CEYLON						
Mangalore	86	75.1	87	0 12	10354	—9.11
Calicut	88.4	74.6	93	0.62	89.16	—4.93
Cochin	84.6	74.7	89	0.76	83.34	4.27
Colombo	85.1	76.2	89	0.12	81.20	4.65
MADRAS (EXCLUDING MALABAR) AND MYSORE—						
Masulipatam	89.8	77.2	78	..	42.82	16.05
Bellary	91.3	71.8	72	0.11	16.15	3.10
Cuddapah	86.2	76.2	86	0.3	30.80	8.50
Madras	86.5	74.0	96	3.3	19.91	—0.44
Bangalore	83.8	65.6	91	0.62	32.39	8.71
Coimbatore	93.0	70 2	83	0.17	16.94	8.23
Trichinopoly	78.6	73.9	91	0.20	22.70	7.40
Negapatam	86.6	73.8	93	0.8	19.36	5.7

STANDARD BAROMETER READING.

The following information is published in order that vessels in the Bombay Harbour may by comparison with a standard instrument ascertain the errors of their barometers:—

The reading of the Standard Barometer in the Colaba Observatory corrected for index error and reduced to 80 deg. F. and to the level of the tide, at 8-45 a.m., Standard Time, on the 16th October 1916 was 30.007 Inches

For temperature corrections applicable to mercurial barometer of ships the reading of the ship's barometer has to be increased or decrease by .031 inch for every 5 degrees according as the temperature of the attached thermometer is respectively below or above 80 deg. F. In case of the aneroid no temperature correction is needed. But for comparison at 80 deg. F. all aneroid readings should be increased by .138 inch. For correcting the ship's barometer either mercurial or aneroid for the height of the barometer cistern above the tide level in the stream at 8-45 a.m. Standard Time, the ship's barometer reading should be increased by .010 inch for every 10 feet of the height to make it comparable with the observatory barometer reading given.

PARISIAN DAIRY CO., Tamarind Lane Fort, Bombay, for high class Table, Butter, Rich Cream and Milk. 663

COMMERCIAL.

CABLE QUOTATIONS.

COTTON.

OPENING TONE AND PRICES.

(REUTER'S TELEGRAM.)

Liverpool, Oct. 16th.

Total Imports 12,000

FUTURE DELIVERY PRICES:—

Months.	To-day's price.	
October	10.20	
Oct.-Nov.	10.20	
Nov.-Dec.	10.19	+9
Dec.-Jan.	10.19	
Jan.-Feb.	10.20	
Feb.-Mar.	10.23	
Mar.-Apl.	10.24	
Apl.-May.	10.25	
May-June	10.25	
June-July	10.23	+10
July-Aug.	10.21	
Aug.-Sep.	10.03	
Sept.-Oct.	9.68	

Prices taken at 10-10 a.m. nearest actual values.

MONEY MARKET.

London, Oct. 14th.

Bar Silver Spot 32 1/2

Closing Tone of Silver:—Steady.

Discount, Bank of England rate 6 per cent. since 13th July 1916.

Discount Bank Bills 3 m/st 5⅝

,, Indian Bank Bills 6 m/st 5⅝

,, Fine Trade Bills 3 months .. 6

,, ,, ,, 6 ,, .. 6¼

Interest day to day loans 4½

,, 7 day market loans 4½

Transfers Bombay Rs. 300,000 } 1-4 5/32

,, Madras ,, 300,000 }

Consols 2½% 57½

Rupee Paper 3½% Nominal 50

Indian Stock 4½% Sterling Loan .. 99¾

Government Securities 3% 59½

Ex. On London at Paris Francs 27.80

WAR LOANS.

London, Oct. 14th.

2½ %1925—1928 .. .. 85½

4½ %1925—1945 99

MISCELLANEOUS MARKETS.

London, Oct. 14th.

WHEAT

Wheat Choice White Karachi, per 492 lbs. C.I.F. Oct.-Nov. Sellers 73/9

SOUTH AMERICAN.

Rozario Santa Fe—62 lbs. October Sellers .. 71/6

BARLEY.

Karachi Barley—Nominal.

SEEDS.

Rapeseed, Ferozepore Usual Bold.

Rapeseed, Brown, Cawnpore 416 lbs. ex-ship Oct.-Nov. Sellers 69

Linseed Bombay per 416 lbs. ex-Ship Nov.-Dec. Small grain 82/6

Toria Rapeseed Oct.-Nov. 71/6

LINSEED.

Linseed Calcutta, Oct.-Nov., Sellers. 81/6

LONDON, Oct. 14.

Linseed Calcutta, Oct.-Nov., Sellers. 81/6

METALS.

LONDON, Oct. 13.

English best Selected Copper £144½

Standard Copper G.M.B. £122½

Copper Braziers £165

Yellow Metal 15½

Hard Spelter 45

Tin Plates I.C. Coke 14 × 20, 112 sheets per box weighing 90lbs. C.I.F. Liverpool .. 18/9

Iron Corrugated sheets 24 gauge G.O.B. 4% F.O.B. Liverpool £25-5-0

Pig Iron No. 1, Gartsherrie .. .. ..

FREIGHT.

Coals:—Cardiff to Bombay Canal.—Nominal.

JAVA SUGAR.

Raw Java Nos. 16/18 C. & F. Calcutta Oct.-Dec. .. 21/6

Raw Java, C. & F. Bombay Oct.-Dec. .. 21/9

Do. Karachi Oct.-Dec. .. 21/10

Fine White Java C. & F. Calcutta Oct.-Dec 24/1½

Do. do. Bombay Oct.-Dec. 24/4½

Do. do. Karachi Oct.-Dec. 24/5½

RUBBER.

Para Rubber fine hard cure November Sellers 3

Plantation First Latex Crepe October Buyers 2/5½

STEAMER MOVEMENTS.

LONDON, Oct. 13.

S. S. Marwarri left Suez 13th October.

BOMBAY MARKETS.

COTTON.

(By our Commercial Correspondent.)

BOMBAY, Oct. 16.

The market to-day opened at Rs. 367 for M. G. Good Broach and on some bazaar buying advanced to Rs. 371 but later again gave way Re. 1/2 on profit taking.

There has been little enquiring in the market either from Bazaar or from shippers.

Ready cotton is in few demand.

G. M. G. Broach, Rs. 370/1.

F. G. Bengal, Rs. 271/2.

F. K/Akola, Rs. 336/7.

Bombay, Oct. 16th.

Messrs PATEL BROS. APPROXIMATE QUOTATIONS AT MID-DAY.

DESCRIPTION.		Jan. 1917	Mar. 1917	April 1917	Spot COTTON.
Broach,	Good M.G.	..	..	396/7	390/10
Broach,	Fine M.G.	..	372/3	..	325/30
Bengal,	F.G. M.G.	266	..	..	265/70
Bengal,	Fine M.G.	281	..	..	2 5/85
Bengal,	Superfine M.G.	..	..	..	290/95
Rajputana,	Fine M.G.	..	..	..	..
Sind Panjab,	Fine M.G.	..	..	..	275/80
Kham. Akola	Fine M.G.	335/6	..	..	322 30
Ellich/Amraoti,	Fine M.G.	..	..	..	325/3
Dhamg./Pulgaon,	Fine M.G.	..	..	..	330/35
Yeotmal,	Fine M.G.	..	..	..	330/37
Nagpore,	Fine M.G.	..	..	..	332/40
Hingt./Wardha,	Fine G.M.	..	..	..	335/42
Khandeish,	Fine M.G.	318	..	..	300/10
Khandeish,	F.G. M.G.	..	..	..	290/00
Khandwa Sanawad,	F.G. M.G.	..	..	..	300/10
Jalna	F.G. M.G.	..	..	..	290/00
Indore,	F.G. M.G.	..	..	..	315/25
Ujjain,	F.G. M.G.	..	..	..	32 /28
Nander,	F.G. M.G.	..	..	..	355/65
Mathia,	Fine M.G.	..	..	..	295/00
Mathia,	F.G. M.G.	..	..	..	280/90
SawGinned Dharwar	Good	..	..	..	340/50
Coompta,	Good MG.	..	..	..	380/90
Westerns,	Good MG.	..	..	..	360/70
Westerns,	Good MG.	..	..	..	350/60

THE BOMBAY COTTON EXCHANGE CO., LD.

Market Quotation for Ready and Forward Delivery Contracts as fixed by the Rate Committee of the Exchange.

COLABA, 16th October, 1916, 5-30 p.m.

Growths.	Super-fine.	Fine.	Fully Good.	Good.	Delivery.
Bengals (M.G.)	..	283½	271½	..	1/25th Jan. 17
Bengals (M.G.)	..	282	270	..	Ready
Seinde-Punjab (M.G.)	..	276	264	..	Ready
	..	..	..	..	..
Khandesh (M.G.)	..	304	292	..	Ready
	..	319	306	..	1/25th Jan. 17
	..	..	..	..	..
Jalna (M.G.) G S.	..	..	298	..	Ready
Barsee (M.G.) G.S.	..	..	310	..	Ready
Ujain (M.G.)	..	..	325	..	Ready
	..	327	315	..	Ready
Akola Khamg.	..	336½	..	..	1/25th Jan. 17
Karanja(M.G.)	..	..	..	..	..
	..	..	..	..	..
Oomrawatee descriptions (M G.)	..	340	..	..	1/25th Jan. 17
	..	329	317	..	Ready
Dhamangaum	..	342	..	..	1/25th Jan. 17
Poolgaum(M.G.)	..	336	324	..	Ready
Yeotmal (M.G.)	..	348	..	..	1/25th Jan. 17
	..	340	328	..	Ready

the usual total production of cars in Great Britain annually before the war. Irrespective of the profits made by the firm in question, it does seem as if the high-water mark has been reached by the numbr of cars that one firm alone can dispose of. What is to become of the surplus? Perhaps the £90 car may be the solution, and so absorb the 28,000 over last year, and one presumes the half million to be produced this year. If it does not, no doubt the price will be further reduced, and time may show the American public being able to buy a full-sized motor-car for the price of the ordinary motor-cycle.

Nagpore	..	343	331	.. Ready
Kampti (M.G.)	..	351	..	.. 1/25th Jan.17
Wardha H'ghat (M.G.)	..	345	333	.. Ready
	..	353	..	.. 1/25th Jan. 17
Broach (M.G.)	..	335	327	.. Ready
	..	378	..	.. 1/25th Mar 17
Wadhwan (M.G.)	..	345	333	370½ 1/25th Apl. 17 .. Ready
	..	..	..	.. ..
Mathia (M.G.)	..	302	290	.. Ready
	..	319	..	.. 1/25th Jan. 17
Bhagalkote-Rijapur (M.G.)	..	..	..	375 Ready
	..	..	..	..
Sawgd. Dharwar	..	..	..	354 Ready
	..	..	..	..
	..	..	..	372 Ready
Westerns (M.G.)	..	..	..	368 April/May
Westerns (H.G.)	..	..	..	367 Ready
	..	..	..	..
Compta (M.G.)	..	..	..	384 Ready
	..	..	..	380 April/May
Miraj (M.G.)	..	..	..	386 Ready
	..	..	..	..

RECEIPTS OF COTTON AND PRODUCE.

The following are the receipts of Cotton, Wheat, and Seeds by rail and sea into Bombay during the 24 hours up till 6 p.m. on 14th October 1916:—

Cotton	1,470	Bales.
Wheat	6,165	cwts.
Linseed	11,870	,,
Rape, Rai and Mustard Seed.	141	,,
Ginjellyseed	236	,,
Groundnuts	383	,,
Castorseed	6,341	,,
Rice	7,118	,,
Myrabollams	110	,,
Cottonseed	225	,,
Joowar	597	,,
Barley	67	,,

WHEAT AND SEEDS.

Bombay, Oct 16th—4 p.m.

The following are to-day's closing rates as issued by the Marwari Chamber of Commerce.

	Bazaar Terms. Rs. a. p.	Rail' Delivery. Rs. a. p.
Ready.		
Wheat, White Delhi 70-30' ..	39 0 0	5 15 0
Wheat, White Cawnpore 70-30 ..	38 8 0	5 15 0
Wheat, Karachi Bangla ..	39 0 0	6 0 0
Rapeseed, Brown Delhi ..	6 4 0	6 10 0
Rapeseed, Brown Cawnpore ..	6 3 0	6 9 0
Rapeseed, Yellow Cawnpore' ..	7 0 0	7 6 0
Linseed, Brown Bold ..	9 0 0	9 6 0
Linseed, Brown Thin ..	8 13 0	9 3 0
Tselseed, White 85-15 ..	48 0 0	9 0 0
,, Gajar 75-25 ..	42 0 0	....
,, Gajar 50-50 ..	40 0 0	....
,, Black	37 0 0	....
Popyseed, White	7 0 0	....
Groundnuts	42 0 0	....
Mowrnseed	4 0 0	....
Forward.	Rs. a. p.	
Wheat April-May	5 13 9	
Linseed May	10 4 9	
Tselseed White 85-15 Dec./Jan. ..	9 0 0	
Jowa Oct.	3 14 0	
Rapeseed April.-May	6 12 0	

EXCHANGE.

Banks' Selling Rates:—

T. T. Ready .. 1s. 4 3-32d to 1s. 4¼d.

D. D. Mail .. 1s. 4¼d to 1s. 4 5-32d.

T. T. Forward .. 1s. 4¼d. Nov

Bank's Buying Rates:—

Credits 3 Months' Sight Ready. 1s. 4 15-32d

Do. do. Forward .. 1s. 4¼d. Nov

Do. 6 m-s. Ready .. 1s. 4 23-32d

Francs 3 m-s. do. .. 192½

60 d-s Hong-Kong .. 161½

Do. Shanghai .. 226½

Do. Yokohama .. 155½

BULLION.

English Bar Gold	27-4-0
Austrian do.	26-0-0
Bombay do.	25-8-0
English Shield Sovereigns	17-0-0
English Dragons	16-0-0
Silver ex-duty Ready	82-2-0

SHARE MARKET.

(From our Correspondent.)

BOMBAY, Oct. 16.

The Cotton Mill share market opened weak to-day and recorded a smart fall.

Tata Iron and Steel ordinary shares also stood easy and fluctuated within the range of Rs. 12½. Deferred declined by about Rs. 40.

In Mill shares for Mahurat delivery Davids closed at Rs. 582½. Fazulbhai dropped to Rs. 702½, Standards to Rs. 1,617½, Madhavji to Rs. 1,510 and Central Indias to Rs. 2,480.

Currimbhai were placed between Rs. 315 to Rs. 330, Crecent between Rs. 205 to Rs. 212½, Indore Malwas between Rs. 420 to Rs. 430, Pearls between Rs. 515 to Rs. 525 and Indian Bleachings between Rs. 292½ to Rs. 305.

Kohinoors dropped to Rs. 750.

Tata Iron and Steel ordinary shares were placed between Rs. 390 to Rs. 377½. The closing quotation stood at Rs. 385. Deferred closed at Rs. 1,280 after touching Rs. 1,265.

Tata Hydro Electric ordinary shares closed at Rs. 1,265.

Bombay Burma trading shares declined to Rs. 1,165 and Bombay Electric Tramways ordinary shares at Rs. 367½.

Bombay Flours were placed at Rs. 1,535 x.d.

Central Provinces Railway shares changed hands at Rs. 118.

GOVERNMENT PAPER.

Business in 3½ per cent. G. P. Notes was done in the vicinity of Rs. 76.

4 per cent. Port Trust Bonds were quoted at Rs. 90.

CENTRAL BANK OF INDIA, LTD.

The following is the statement of liabilities and assets of the Central Bank of India, Ld., for the day ended 14th Oct. 1916, as compared with the statement of 15th Oct. 1915.

LIABILITIES.	15th Oct. 1915. Rs.	14th Oct. 1916. Rs.
Capital Subscribed Rs. 30 lackhs		
,, Paid up	15,00,000	15,00,000
Reserve Fund	1,00,000	1,00,000
Fixed Deposits, Current Accounts, &c.	54,08,000	1,50,53,000
Sundries	69,000	1,10,000
Total Rs. ..	70,77,000	1,67,63,000
ASSETS.	Rs.	Rs.
Cash Credits and Overdrafts on Government and other authorised securities	23,38,000	37,33,000
Loans on Government and other authorised securities	20,89,000	57,23,000
Local Bills Discounted	2,30,000	5,28,000
Office Furniture & Fittings ..	25,000	26,000
Calls paid on Indian Specie Bank shares to be recovered	1,40,000	1,14,000
Sundries	36,000	1,89,000
Cash in hand, at Banks and Investments in Government Paper.		
Port Trust, Improvement Trust, Municipal Bonds, Debentures, etc.	22,39,000	24,75 000
Total Rs. ..	70,77,000	1,67,63,000

THE WHEAT POSITION.

The returns show that the total imports of wheat by rail, river, and sea (foreign and coastwise) into the ports of Bombay, Karachi, and Calcutta for the week ending the 30th September, were 33,584 tons as against 9,104 tons and 21,887 tons for the corresponding period of 1915 and 1914 respectively. For the same period the total exports by sea to foreign countries amounted to 42,698 tons as against 65 tons and 19,602 tons in the corresponding period of 1915 and 1914 respectively. These weekly figures of exports represent wheat entered for shipment, excluding in certain cases only the short shipments reported during the period.

The details of imports and exports as specified above were as follows:—

	For week ending 30th Sept. 1916	For week ending 2nd Oct. 1915	For week ending 3rd Oct. 1914
Imports.	Tons.	Tons.	Tons.
Into Bombay	2,301	2,453	1,745
Into Karachi	27,345	1,960	18,464
Into Calcutta	3,938	4,691	1,678
Total	33,584	9,104	21,887
Exports.			
From Bombay	3,211	...	372
From Karachi	39,486	64	19,217
From Calcutta	1	1	13
Total	42,698	65	19,602

The imports of wheat by rail, river, and sea from the beginning of April to 30th September, 1916, were:—

	Tons.
Into Bombay	120,555
Into Karachi	478,485
Into Calcutta	85,839
Total	684,879

this total showing a decrease of 9 per cent. on the total imports (754,862 tons) in the corresponding period of last year.

The exports of wheat by sea to foreign countries from the beginning of April to 30th September, 1916, were:—

	Tons.
From Bombay	16,229
From Karachi	369,365
From Calcutta	1,105
Total	386,699

The quantities exported in the corresponding period of 1915 and 1914 were 648,680 tons and 470,716 tons respectively.

THE COTTON POSITION.

The arrivals of raw cotton into Bombay during the week ending the 30th September, 1916, were 9,542 bales of 400 lbs. each as against 28,474 bales and 2,026 bales in the corresponding period of 1915 and 1914 respectively. The arrivals from the beginning of the present season (1st September) were 55,141 bales, a decrease of 63 per cent. as compared with the figures (150,522 bales) of the corresponding period of last year (1915), but an increase of 297 per cent. over the figures (13,883 bales) for 1914.

The total imports during the week ending the 30th September, 1916, of cotton piecegoods by sea from foreign countries into the ports of Calcutta, Bombay, Karachi, Madras, and Rangoon amounted to 40 million yards as against 53 million yards and 13 million yards in the corresponding period of 1915 and 1914 respectively. The total quantity of piecegoods (Indian and foreign) despatched during the same period by rail from the ports of Calcutta, Bombay, Karachi and Madras amounted to 2,859 tons as against 5,679 tons in 1915 and 2,668 tons in 1914.

COTTON PRODUCTION IN INDIA.

That the cotton-growing possibilities of India have been often shown but never adequately developed beyond the demonstration stage is the statement made by "The Textile Mercury," of Manchester. The journal writes:—

The area under cotton is immense, 25,000,000 acres in 1914, or two-thirds of the whole American area, yet the crop is barely one-third of the American. This very low average yield, only about 80 pounds of lint per acre, is the first point at which improvement could be effected by better methods of cultivation and better seed selection. It is unnecessary to remind Lancashire that the quality of the bulk of the India crop is very inferior both in staple and condition, but it is not so well known here that this inferiority could be easily removed. That India can grow good cotton of about one inch staple and equal to ordinary American in quality is now amply proved by the success of such varieties in practically every Province, but especially in the Punjab, in Sind, in Southern Bombay and in Madras. Already the amount of such improved cottons in India is somewhere between 300,000 and 500,000 bales per annum, and it could very easily be increased by methods similar to those advocated for the increase of the average yield. And if the average yield and quality, and, therefore, the money value per acre, of the cotton crop were improved, the area under cotton would almost necessarily be greatly increased, because at present cotton in India has to face the competition of other crops which pay better than the inferior cotton crop, but which would easily be left behind by the value per acre of the improved crop. Further, the possible cotton acreage is being increased by the opening up of new cotton areas under irrigation—in the Punjab, for example, where the new triple-canal system will add at least 560,000 acres of good cotton land to the already considerable area in that Province. It is no exaggeration, therefore, to say that the Indian cotton crop could be very largely increased and improved in quality, and, what is more, the increase and improvement could be almost immediate. India could produce 1,000,000 bales more every year progressively, which is what the world wants just now, and there is no other area in the world where it can be obtained so quickly. What is most wanted is just an all-round and synchron

BOMBAY CITY AND SUBURBS.

TO-DAY.

Hindu: 6th of Aswin Vad, 1972.
Mahomedan: 16th of Jelhaz, 1334.
Parsi: 7th of Ardibest, 1286.
Sunrise: 6h. 33m.; **Sunset:** 6h. 15m.
Phase of the Moon: Last Quarter, 19th Oct.

LOCAL ENGAGEMENTS.

Improvement Trust Board meeting 4 p.m.

WEDNESDAY, October 18.

Standing Committee Meeting of the Bombay Municipal Corporation, 4-10 p.m.
Excelsior Theatre: Bandman Opera Company's play "To-night's the Night," 9-30 p.m.
Mails for the Straits Settlements, Saigon, Manilla and Hongkong via Negapatam will be closed at the General Post Office at 7-30 p.m.

THURSDAY, October 19.

Excelsior Theatre: Bandman Opera Company present "Grumpy," 9-30 p.m.

FRIDAY, October 20.

Excelsior Theatre: Bandman Opera Company, present "The Only Girl," 9-30 p.m.
University Examination Results: Preliminary Scientific Examination, Intermediate M. B. B. S. Examination and L. M. & S. Examination, 12-30 p.m.

SATURDAY, October 21.

Auction Sale of Messrs. Treacher and Company's British Hotel Lane property, 4-30 p.m.
Excelsior Theatre: Bandman Opera Company, present "The Cinema Star," 9-30 p.m.

DAILY.

Excelsior Theatre: H. M. Government War films "Britain Prepared" at 6 and 9-30 p.m.
Royal Opera House: Cinema, 6-45 p.m. and 10-30 p.m.
New Alexandra Cinema, Crawford Market, 7, 8-45 and 10-30 p.m.
Olympia Cinema: Sandhurst Road, 6-30, 8-45 and 10 p.m.

BOMBAY LIGHT HORSE.

Squadron Orders by Lieut-Colonel Sir Stanley Reed, Kt., A.D.C. Commanding.
October, 17.

Orderly N. C. Officers for the week ending 21st October, 1916—
Sergeant C. H. Hewlett and Lce.-Corporal F. C. Spencer.
Riding School.—Riding School daily except Thursday for Recruits and members in possession of Remounts 7-15 a.m.
Signalling Class.—Heliograph instruction under Major H. J. Wallis (I.A.) on the following days of the ensuing week:—
Mondays, Wednesdays, and Fridays. Rendezvous Rajibai Tower 7-15 a.m.
Squadron Parade.—The Squadron will parade on Thursday morning next, the 19th instant. Rendezvous Church Gate Station 7-15 a.m.
Dress.—Drill order, khaki shirts, rifles, swords and bandoliers.
Route March.—The Squadron will parade on Saturday October, 21st and will march to Santa Cruz.
Rendezvous Mahaluxmi Station 3-20 p.m. Train leaves Church Gate 2-55 p.m.
Dress.—Drill order, khaki shirts, Regimental saddles, rifles, swords and bandoliers.
Issue of Arms.—Members are requested to draw their arms from Headquarters any day between 10 a.m. and 5 p.m.
Lecture.—There will be a lecture on Reconnaissance on Wednesday 1st November time will be notified later.
Embarkation.—To-day Tuesday 17th instant 7 a.m. Jetty End Alexandra Dock A and C Troops to furnish 1 Sergeant and 12 men. B and D Troops to furnish 1 Sergeant and 12 men.

(Sd.) F. C. ANNESLEY, 2nd Lieut.,
Actg. Adjutant, Bombay Light Horse.

BOMBAY VOLUNTEER ARTILLERY.

Corps Orders by the Hon. Lieut.-Col. J. S. Wardlaw-Milne, Commanding.
Oct. 16.

No. 330. Duties.—Duties for the week commencing Monday the 16th instant.
Orderly Officer for the ensuing week Lieut. W. N. Cartland.
Orderly Officer next for duty Lieut. A. M. Green.
Orderly Sergt. No. 1 Company Sergt. A. S. White.
Orderly Sergt. No. 2 Company Sergt. V. Y. Smith.
Orderly Sergt. No. E Company Sergt. G. Barnes.
No. 331. Parades—
Tuesday 6-15 p.m. Signallers. Instructions in Dummy Key at Headquarters.
Wednesday 7 a.m. D. R. F. Specialists and Class at Mahaluxmi Fort under Sergt. W. H. Stubbs.
Thursday 7 a.m. 15 pr. Gun drill at Headquarters.
Friday 7 a.m. Signalling Class at Church Gate Station.
Winners of Spoons at Ghat Kopar Rifle Range on 15th October, 1916.
Res. T. Mooney 200 yards 35 points.
S. Sgt. Cunningham, 200 yards, 32 points.
Gnr. F. Dixon, 200 yards, 32 points.
Cpl Rockley, 500 yards 1st shoot 31 plus 1 eq. 32.
Gnr. A. M. Robinson, 500 yards 1st shoot 29 plus 1 eq. 30.
S. Sgt. Cunningham, 500 yards 1st shoot 31—2 eq. 29.
C.-S.-M., O. M. P. Clyne, 2nd shoot 500 yards 32 plus 2 eq. 34.

REDUCE FLESH WITH SEA LEAVES.

Any man or woman who is troubled with a burden of excessive fat can easily reduce to any desired amount by following the simple, harmless plan of eating sea leaves obtained from plants growing in the sea off the coast of France. Natives of this part of the coast readily get the plant itself, but for the convenience of those not so fortunately situated, most chemists keep them in compressed or tablet form under the chemical name of salith leaves, and if taken according to the simple directions that accompany them, will invariably reduce flesh at the rate of two or three pounds a week, and at the same time greatly improve the general health. It is interesting to note that when salith leaves are used the skin remains firm without any tendency to become flabby or wrinkled.

Absolutely Free
40 years experience, late Government Medical Officer
RAI SAHEB Dr. DOSS'S
SECRETS OF HAPPY LIFE
is being distributed free
Apply to—
The Swa-tha Sanaya Pharmacy,
80-2 Harrison Road, CALCUTTA

Tmptr T. Croce 2nd shoot 500 yards 32 by 2 eq. 32.
Sgt. E. E. Bellamy 2nd shooto 500 yards 29 plus 2 eq. 31.
No. 3 Company, Kirkee.—
Battery Drill on Wednesday at 6 p.m.
No. 1 Section on Tuesdays and Fridays at 7 a.m.
No. 2 Section on Saturdays at 8 a.m.

P. H. RETALLACK, Capt.,
Adj., Bo. Vol. Artillery.

NOTICES.

A General Meeting of the Corps will be held at Headquarters on Thursday 19th instant at 6-45 p.m.
There will be a spoon shoot at Ghat Kopar on the 22nd of October, 1916, commencing at 7-30 a.m. Ranges 800, 900, and 1,000 yards. Trains leave Colaba at 5-50 a.m. and Victoria Terminus at 6-10 a.m.

POONA VOLUNTEER RIFLES.

Regimental Orders by the Hon. Lieut-Col. P. R. Cadell, C.I.E., Commanding.
October, 17.

365. Battalion Duties.—Orderly Sergeants will be furnished by E Company during week ending 21st instant. Next for Duty F Coy.
366. Company Field Training.
Detail:—Sunday, October 22nd H Company. Sunday, October 29th A B E Coys.
Companies will parade at Bori Bunder Station, at 6 a.m. on the above dates and will return to Bombay before 5 p.m. Havresack rations and water bottles to be carried. Dress.—At option of Officers Commanding Coys.
367 Musketry.—The Range at Ghatkopar is allotted for Class Firing as follows.—
October 10th to 20th C Company.
October 21st to 24th J Company.
October 25th Machine Gunners.
368. Miniature Range.—From October 1st the Miniature Range is allotted in accordance with schedule of training issued to Officers Commanding Companies.
369 Signalling.—Signalling Class will parade at 6-15 p.m. at Headquarters on Tuesdays and Thursdays.
370 Parades.—A Coy. Parade to-day Tuesday, 17th instant at 6-15 p.m. Alexandra Dock Mufti.
B Coy.—Coy. Parade to-day Tuesday 17th instant at 7 a.m. at Headquarters. Miniature Range 6-30 p.m
Wednesday 18th.—Machine Gun Class, 7 a.m. at Headquarters.
Friday, 20th Coy. Parade 7 a.m. at Headquarters.
C Coy.—Recruits Friday at Headquarters, 6-15 p.m.
Company Parade.—Tuesday and Thursday at Head-quarters 6-15 p.m. Dress Drill order
D Coy.—Parade at Telegraph Quarters, at 7 a.m. on Tuesdays and 6-15 p.m. on Thursdays until further orders. Dress:—Drill orders.
E (Cyclist) Coy.—Parade at Headquarters on Tuesday and Thursday at 6-30 p.m.
Motor Cyclist Section parade at Headquarters on Wednesday at 7 a.m.
F Coy.—The Company will parade every Monday and Thursday at 6-15 p.m. at Headquarters Dress.—Drill Order with helmets.
G Coy.—Coy parades to-day Tuesday 17th and Thursday, 19th instant at 7-15 a.m. at the Gymkhana. Dress Drill order no tunics. Recruits will attend the above parades.
Machine Gun Section.—The Machine Gun Section will parade at Headquarters at 7-15 a.m. on Friday 20th instant.
J Coy.—Coy Parades of all Sections at the Volunteer Club as follows:—
To-day Tuesday 17th instant at 6-30 p.m. Dress.—Drill order (kilts) side arms and canes. Pencils and notebooks must be brought.
No. 1 and 2 Sections will attend section Parades at Headquarters as follows:—
Thursday morning the 19th instant at 7-15 a.m. Dress Drill Order (shorts) Rifles to be brought.
No. 3 Section will attend Section Parades at Headquarters as follows.
Thursday evening the 19th instant at 6-30 p.m. Dress.—Drill order (shorts) rifles not required.
Recruits Drills.—All those who have joined the coy. since 1st April 1916 are requested to parade as follows:—Tuesday 17th instant at 7-15 a.m. at Volunteer Club Friday 20th instant 7-15 a.m. at Headquarters. Dress Optional.

(Sd.) H. L. McNEILL, Lieut.,
Actg. Adjutant Bombay Volunteer Rifles.

BAND AT TEE P. V. MARY GYMKHANA

By kind permission of Colonel T. W. Bonner V.D. and Officers, the Band of the 1st Battn., G. I. P. Railway Volunteers, will play this evening a programme of music, commencing at 6-15 p.m.

BAND AT THE R. B. Y. CLUB.

By kind permission of Colonel T. W. Bonner V.D. and Officers, the Band of the 1st Battn., G. I. P. Railway Volunteers, will play this evening a programme of music, under the direction of Mr. Hugh B. Mitchell Band Master, commencing at 6-15 p.m.

BAND AT CHOWPATTY.

By kind permission of the Officers, the Band of the 1st Battalion B. B. and C. I. Railway Volunteers will play the following programme under the direction of Mr. W. S. Walcott, at Chowpatty Band Stand, this evening, commencing at 6 p.m. (weather permitting.)

March—Seivad ..... Franklin.
Overture—L'Italiana In Algieri.....Rossini.
Valse—Sonia ..... Zulueta.
Selection—The Gondoliers .....C. Godfrey.
Chanson Hongroise—Alma de Dios...Serrano.
Selection—Jolly Jingle .....Neat.
Oriental Scene—A Dervish Chorus...Sommer
Characteristic Piece—The Coons Patrol.....Lotter.

PORT OFFICE NOTIFICATION.

The Port Officer, Bombay, notifies:—Weather disturbed south-east of Arabian Sea. Hoist Signal No. 1, Distant, Cautionary.

HOMEWARD BOUND.

The P. & O. s. s. Khyber which left Bombay on the 19th ultimo arrived in London on Sunday the 15th instant. All well.
The P. & O. Company's s. s. Malwa with the outward mails of the 6th instant passed Suez at 1 p.m. on Sunday the 15th instant.

DHUNJEEBHOY EDALJEE ALLBLESS CHARITABLE DISPENSARY.

The total number of patients treated during the month of September was 614 of which 35 were males 273 females, and 306 children.

MAILS POR THE STRAITS.

Mails for the Straits Settlements, Saigon, Manilla and Hongkong via Negapatam will be closed at the General Post Office at 7-30 p.m. to-morrow.

INCOMING MAIL.

The R. M. S. Malwa which left London on the 29th and has on board the mails of the 5th instant arrived at Post Said on Saturday the 14th instant.

VERSIFIED URDU TRANSLATION OF NATIONAL ANTHEM.

We are given to understand that the Government have decided to introduce for the present into the Urdu schools of this Presidency, the versified Urdu translation of the national anthem by Mr. Talibali Shamsuddin Najm.

KSHATRAIKYA SAMAJ.

On Sunday evening the Hira Baug Hall was the scene of an enthusiastic gathering including a large number of ladies, held under the auspices of the Kshatraikya Samaj, for the purpose of giving prizes to the members of the Kshatraikya community, both male and female, either for passing the various University Examinations or for writing excellent prize-essays or for turning out best specimens of needle-work. The prizes were distributed by Mrs. Kamlabai Gajanan Bhasker Vaidya.

PARSI LEKHAK MANDAL.

Under the auspices of the Parsi Lekhak Mandal (Parsi Writers' Association) Dr. D. N. Patel will deliver, at Bai Bhicaijee Bengalee School, Fort, to-day at 6 p.m. (S.T.) a public lecture in Gujarati on the Literature of the "Kalgi-Tura" songs from a Parsi point of view. The lecture is open to the public.

MORTALITY IN BOMBAY.

There were two attacks (both imported from Poona) and three deaths from plague on Sunday, Northern Fort and Umarkhadi reporting one attack and one death each and Sion one death. The total mortality from all causes was 69 against 71 on the corresponding day of last year and 56 on that of 1914. Of the 2,785 rats caught ten were found to be infected.

ACCIDENT TO A CYCLIST.

While cycling along Fort Street, towards the General Post Office on Sunday Mr. O'Grady of Apollo Bunder swerved to avoid a lady and ran into a brougham. The cyclist was knocked down and struck by the front wheel and sustained a freature of the mib. The patient was removed for treatment to the European General Hospital.

SUNDAY'S STORM IN BOMBAY.

The storm that passed over Bombay on Sunday night has not resulted in any serious damage to property. The only effects were the fall of a number of trees in some parts of the town which did some damage to the telephone wires. On Walkeshwar Road an electric wire gave way and the Police made arrangements to prevent people touching it.
The B. E. S. & T. Company soon repaired the damages.
A piece of corrugated wire blown off by the cyclonic wind fell on a Hindu named Rama Jagoo, who was passing along the road and cut him about three inches on the head.

POSSESSING COCAINE WITHOUT A LICENSE.

ACCUSED FINED RS. 10.

At the Esplanade Police Court, yesterday, before the Third Presidency Magistrate, Chief Excise Inspector Sheriar Talyarkhan charged Rama Bala with possessing half a grain of cocaine without a license. The accused was convicted and sentenced to a fine of Rs. 10.

THEFT OF A GOLD RING.

JUVENILE OFFENDER GETS SIX STRIPES.

At the Esplanade Police Court, yesterday, before the Third Presidency Magistrate Sub-Inspector De Souza charged Francis Xavier Alvares with the theft as a servant of a gold ring valued at Rs. 14, from a table in the shop af J. Gonsalves a tailor in Girgaum Road The accused pleaded guilty and as he was about 14 years old he was sentenced to receive six stripes.

ALLEGED RASH AND NEGLIGENT DRIVING OF MOTOR CAR.

At the Esplanade Police Court, yesterday, before the Third Presidency Magistrate, Inspector Chapman charged Govind Hari with driving his motor-car in so rash and negligent a manner as to endanger human life. Mr. John Tucker, a motor cyclist, who was knocked down by the car, is ill in hospital and unable to attend the Court. The case was consequently adjourned to the 23rd instant.

A LONG LIFE.

VARIOUS WAYS OF HOW TO ATTAIN IT.

The death of Harpignies, the landscape painter, coming so short a time after that of Professor Metchnikoff, has revived the old argument as to what should be done to ensure long life.
Metchnikoff lived for twenty years on sterilised fruits and some milk, avoiding excesses and contamination of all kinds like poison. He dragged on to seventy years with difficulty.
Harpignies ate like a trooper, drank long and deep, and in more ways than one was a veritable Falstaff; he lived till ninety-seven, and was hale and hearty to the last. The only point of comparison between the two men was that they were both hard workers in their own particular spheres.
Harpignies delighted to the last in shocking all the proprieties, and was a "bon vivant" of the good old school.
He was never tired of telling the tale of the death of a centenarian in Burgundy. The members of the Dijon Scientific Research Society inquired closely into the matter. They found that the deceased had always led a most exemplary life—sober, industrious, self-restrained, and pious in the extreme. He never drank anything but water, rose with the sun, and worked hard from morning to night.
Everyone was much edified, and were on the point of leaving to draw up their report, when it occurred to one of them to ask if there was no other example of longevity in the family.
"Oh, yes," was the reply, "he still has a brother 104 years old."
"And can this old gentleman be seen?"
"Certainly: you'll find him at the pot-house. He has never stirred from there these fifty years past, and there is scarcely anyone living about these parts who can remember to have seen him sober!"
And on the strength of this tale Harpignies would crack another bottle and fill up his big-bowled pipe.

EXCELSIOR THEATRE.

THE BANDMAN OPERA CO.

To-morrow sees the opening of the Bandman Musical Comedy Season at the Excelsior. This Company which played with such success last cold season here, have had a remarkably successful tour through China and Japan breaking all records. For the first half of the season all the popular successes will be played commencing with the Bombay's favourite "To-night's the Night" followed by "Grumpy," Mr. Compton Coutts' successful rôle, "The Only Girl," "The Cinema Star," "The Man Who Stayed At Home," "Betty" and "Charlies Aunt." With regard to this old favourite which has now been running without a break for 25 years it has turned out to be one of the Company's greatest comedy successes. It is the original version as played by the famous W. S. Penley. The Company is at full strength with all the popular favourites, Johnnie Osbourne, the principal comedian, the clever light comedian Compton Coutts, the baritone Leyland Hodgson and the producer Phil Carlton besides the dimunitive comedian Will Hollet who will be remembered for his Charlie Chaplin dances and impersonations. The ladies include Miss Marjorie Manners whose delightful dancing and singing we all know and appreciate, the clever actress Miss Betty, Mary Linley, Miss Dorthea Temple, the pretty and dainty Rosslyn Sisters and Miss Evelyn Shelley prominent in character parts. During the season two new London successes will be produced in "Mr. Manhatten" and "Tina" (no connection with the slippery Tino). The plans are gradually filling up at Rose and Co.; the business arrangements being in the hands of Mr. Roy H. Smith, who has piloted the Company for so many years with unfailing success. During the Bandman performances, the war film "Britain Prepared" will be given every evening at 6 p.m. until further notice.

REVERENCE FOR INDIA.

MR. ANDREWS IMPRESSIONS' OF CHINA AND JAPAN.

Mr. C. F. Andrews, who has lately returned from Japan, where he went with Sir Rabindranath Tagore, in the course of an address delivered in Delhi, said:—"My vivid impressions from the visit to Japan and China are the profund reverence shown by the people of those places for India. India, they recognise, is their Mother, for they feel that all they have got in philosophy and religion they owe to India. The various instances of reverence shown to the poet as the embodiment of all the best of India, are too numerous to enumerate. Most of it came from two particular classes, *i.e.*, the childhood of Japan and the womanhood of Japan. There seems to be a perfect unity of China, Japan and India."

MR. CHURCHILL'S INVENTIVE INGENUITY.

As he was leaving the War Office on September 18, Mr. Lloyd George was asked about the new cars by a representative of the Press Association.
"Well," said Mr. Lloyd George, "we must not expect too much from them, but so far, they have done very well.
"And don't you think," he continued "that they reflect some credit on those responsible for them? It is really to Mr. Winston Churchill that the credit is due more than to anyone else. He took up with enthusiasm the idea of making them a long time ago, and he met with many difficulties. He converted me, and at the Ministry of Munitions we went ahead and made them.
"The Admiralty experts were invaluable and gave the greatest possible assistance. They are, of course, experts in the matter of armoured plating.
"Major Stern—a business man—at the Ministry of Munitions had charge of the work of getting them built, and he did the task very well. Colonel Swinton and others also did valuable work.
"You see," remarked Mr. Lloyd George, in conclusion, "the enemy has by no means a monopoly of inventive ingenuity."

SOLDIERS' PENSIONS.

To the Editor of the "Chronicle."

Sir,—Will you please publish the following few facts in your most valuable paper.
With reference to the Leading article in the "Bombay Chronicle" dated the 9th of October, 1916, I have the honour to inform you I am an ex-Soldier invalided from the service on account of wounds received in action. A pension was granted to me by the Chelsea Board of 12 shillings and six pence per week. The papers were received from Home on the 22nd of September and the papers were signed and dispatched to the Accountant-General, Simla, on the 26th of September, 1916. I have sent a telegram, also a letter to this gentleman and up to date have received no reply. We must admit the Accountant-General's Branch is overworked on account of the war, but I am of opinion that it does not take 17 days to sign a common pension paper. No grant is made to the man pending the issue of the pension in this country, the same as in England. It is time such small matters as these were looked into by some one higher than the Accountant-General. After all I have done my bit for King and Country and I think it is up to them to expedite matters a little more than they are doing at present.—Yours faithfully.

DUM SPIRO SPERO.

Sewri Fort Hill, Oct. 13.

The fifth C. P. and Berar Provincial Conference will be held, under the auspices of the Berar Provincial Congress Committee, at Amraoti, on 5th, 6th and 7th of November.

STUDY YOUR SKIN
& Get Beauty in the VEN-YUSA Way.

CONSIDERATIONS of bodily health, as well as of personal appearance, demand that any defect of the skin shall be instantly remedied by the application of Ven-Yusa Creme de Luxe night and morning. Ven-Yusa is Nature's response to the skin's demand for outside aid to keep it unblemished.
The novelty about Ven-Yusa is that it brings direct to the dressing-table all the complexion-clearing properties of pure oxygen—the vitalising oxygen of the seaside and country air. Ven-Yusa thus has an unparalleled beautifying effect on the skin.
To prevent Roughness, to neutralise Sunburn, to ward off Freckles and to preserve a clear complexion and a natural softness of skin, the daily use of Ven-Yusa Creme de Luxe is a sheer necessity.

VEN-YUSA
The Oxygen Face Cream.

1 Rupee per jar of Chemists, Hairdressers, Bazaars, &c., or by post from The Ven-Yusa Co., 0, Dalhousie Square, Calcutta, or Messrs. Kemp & Co., Elphinstone Circle, Bombay.

For YOU YOU For YOU
SHE RISKED HER LIFE
To fascinate you, enthrall you and make you gaze,
Miss Evelyn ran thro' adventures more hazardous,
more astounding and heart-thrilling than in
her already-applauded "Jockey of Death"
which is supremely surpassed by
"THE CIRCUS OF DEATH"
MISS ANYTHING BUT THIS FILM OF SENSATIONALIS
From Saturday 14th Oct. to Friday 20th Oct.
An hour and a half of absorbing mirth and sensation—
OLYMPIA PICTURE PALACE
Sandhurst Road, BOMBAY.
NOTE—Owing to tremendous cost, prices this week are 1½ usual.
OLYMPIA OLYMPIA

TAJ MAHAL PALACE HOTEL,
BOMBAY.

The Indian Hotels Co., Ltd. hereby beg to notify the Patrons of the Taj Mahal Hotel that it has ceased to be a War Hospital since 16th September 1916, from which date it is re-opened for the public.

NOTE.—The Patrons of the Hotel are requested to book rooms in advance as it is now practically full.

THE INDIA PROVIDENT CO., LD.
HEAD OFFICE:—29, Grey Street, CALCUTTA.
Possesses Government Securities. Claim paid whithin 24 hours.
WANTED—AGENTS ON MOST LIBERAL TERMS.
Apply sharp to the SECRETARY, mentioning this Paper.

EXPERIENCE VS TROPICAL DISEASE.
ASK any "old timer" a good thing for Fever, Ague or Influenza, and he will tell you to get Battiwalla's! His experience has proved that Battiwalla's beats the disease.
Ask your dealer for Battiwalla's Ague Mixture and Pills.
Battiwalla's Tonic-Pills, for pale people, is a valuable remedy in all cases of over-wrought brain work, impotency, weakness, early stage of consumption and indigestion, etc.
Battiwalla's Tooth-Powder is scientifically mixed with "Mayphal," and English antiseptic drugs.
Battiwalla's Ring-Worm Ointment cures Ring-Worm, Dhobie Itch, etc., in a day.
Battiwalla's Genuine Quinine Tablets of 1 Gr. & 5 grs. in bottles of 100 each.
May be had of all Dealers, or of
R. I. BATLIWALLA, SONS & CO., LD. Worli Laboratory, BOMBAY.

BOMBAY CORPORATION

MR. MONIE THE NEW COMMISSIONER.

SIR IBRAHIM ON IMPROVEMENT TRUST.

A meeting of the Bombay Municipal Corporation was held yesterday under the presidency of the Hon. Mr. Chunilal V. Mehta, when it was resolved to allow the Chief Officer of the Fire Brigade to proceed to Kashmir for a period of three weeks for advising as to the best methods of dealing with outbreaks of fire there. The Corporation recorded a letter from the Government appointing Mr. P. W. Monie as Municipal Commissioner temporarily, during the absence of Mr. Edwardes.

The Hon. Mr. Chunilal V. Mehta, the President, read a letter from the Government of Bombay appointing Mr. P. W. Monie, I.C.S., as temporary Municipal Commissioner for the City of Bombay. The letter further said that the Corporation would be informed later on regarding the remuneration Mr. Monie was to get.

The President said he would like to give expression to his bitter feelings of regret at the departure of Mr. Edwardes and more especially at the unfortunate cause of it. He had not expected that the trouble would be found so serious when the speaker saw him last week. The Municipal Commissioner had now applied for one year's leave. Mr. Edwardes took charge of his office six months ago, and the experience they had of him, gave promise of excellent work. Although the present was not the time to put on record their high appreciation of his services, his worth was shown by the golden opinions he had won and by the harmonious relations that existed between the Corporation and him. The President hoped that Mr. Edwardes would return to his duty with renewed vigour and full health.

FIRE BRIGADE OFFICER'S SERVICES LENT TO KASHMIR DURBAR.

Consideration was given to the following letter from the Commissioner:—

"I have the honour to state that the Kashmir Durbar have asked that the Chief Officer, Fire Brigade, may be allowed to visit Kashmir for a period of three weeks for the purpose of advising as to the best methods of dealing with outbreaks of fire in the Towns of Shrinagar and Jammu. The Durbar have agreed to bear the cost of Mr. Greenop's pay while on deputation, *viz.*, Rs. 650 per mensem and to pay a fee of Rs. 200 and first class travelling and halting allowances under Civil Service Regulations. There is no difficulty in sparing Mr. Greenop from Bombay for this short period, and I have the honour therefore to request the sanction of the Corporation to his absence for three weeks from the end of October next being treated as leave on deputation, the period to count for leave and pension, provided Mr. Greenop pays pension contribution on his present pay, *viz.*, Rs. 650 (*vide* Rule 17A of the Municipal Pension, etc., Regulations)."

Dr. K. E. Dadachanji moved:—

"That as recommended by the Commissioner in his letter No. 23202, dated the 27th September, 1916, sanction be given, under Rule 17A of the Pension, etc., Regulations, to Mr. T. C. Greenop, Chief Officer, Fire Brigade, being allowed to proceed to Kashmir for a period of three weeks for advising as to the best methods of dealing with outbreaks of fire in the towns of Shrinagar and Jammu."

Mr. S. C. Dhondy seconded the motion.

Mr. Jehangir B. Petit moved as an amendment:—

"That the letter from the Commissioner, No. 23202, dated the 27th September, 1916, requesting sanction to Mr. T. C. Greenop, Chief Officer, Fire Brigade, being allowed to proceed to Kashmir for a period of three weeks for advising as to the best methods of dealing with outbreaks of fire in the towns of Shrinagar and Jammu be recorded."

Mr. Sunderrao D. Navalkar seconded the amendment.

Mr. Joseph Baptista moved a second amendment:—

"That as recommended by the Commissioner in his letter No. 23202, dated the 27th September, 1916, Mr. T. C. Greenop, Chief Officer, Fire Brigade, be granted leave of absence for three weeks without pay and that during the period of leave he may be allowed to proceed to Kashmir for advising as to the best methods of dealing with outbreaks of fire in the towns of Shrinagar and Jammu."

Mr. Baptista was of opinion that they could not lend their officers' services in this manner and the difficulty would be obviated by granting Mr. Greenop leave for the period in question.

The Hon. Mr. Dinshaw E. Wacha seconded the amendment.

The Hon. Sir Ibrahim Rahimtulla said the question was whether they could conveniently spare Mr. Greenop's services. He was not against lending the services of their expert officers to other places, provided the interests of the City did not suffer. The Commissioner had in his letter stated that there was no difficulty in sparing Mr. Greenop from Bombay for this short period. He (the speaker) would like to know if adequate arrangements had been made for the absence of Mr. Greenop, otherwise he would vote against leave being granted.

Mr. H. P. Mody did not think Mr Greenop would like to have the leave with the conditions sought to be imposed upon in the amendments. He would vote in favour of the original proposition.

Dr. N. H. E. Sukhia drew the Corporation's attention to the views expressed in the past by the late Sir Pherozeshah Mehta that such sanction should not be granted because the officers' absence interfered with the interests of the Municipality. On the last occasion when leave of absence was granted to another officer a hope was expressed that no such request would be brought forward in the future. He (the speaker) was of opinion that it was illegal and *ultra vires* to lend the services of their officers beyond the municipal limits of the City.

Dr. K. E. Dadachanji said he did not see why they should not spare Mr. Greenop from Bombay for this very short period.

Both the amendments being put to the vote, were lost, and the original proposition was carried.

On the motion of Sir Bhalchandra Krishna, the report of the Roads Committee regarding the closing of the Level Crossing on the Girgaum Back Road below the Kennedy Bridge was adopted.

A MOTION DEFEATED.

Consideration was given to the following resolution of the Standing Committee:—

"That the letter from the Commissioner, No. 19701, dated the 2nd September, 1916, be forwarded to the Corporation with the recommendation of the Standing Committee that, in the circumstances stated, an additional Budget grant of Rs. 2,500 be made, under Section 131 of the Municipal Act, from Surplus Cash Balance, to meet the present value of the motor car originally purchased for the use of the temporary Senior Assistant Engineer engaged on Tansa Main Duplication Works but now proposed to be retained as a supernumerary car, credit being given to the grant for Tansa Works to the extent of the present value of the car.

"That the Corporation be further recommended to permit the Hydraulic Engineer to retain for himself for his ordinary duties the motor car originally used by him in connection with the supervision of the Tansa Main Duplication Works."

The Chairman of the Standing Committee moved that the recommendations made in the above resolution be accepted.

The motion was defeated.

THE LATE HON. RAO BAHADUR VAIDYA.

Mr. Maganlal Dalpatram Khakhar moved:—

"That the Corporation have learnt with regret of the death, on the 2nd October, 1916, of the Hon. Rao Bahadur Narayan Trimbak Vaidya, who, as a member of the Corporation for three years, rendered useful services to the City.

"That a copy of this resolution be forwarded to the family of the deceased with an expression of the Corporation's sympathy in their bereavement."

The motion was carried.

THE DRAINAGE COMMITTEE'S REPORT.

The Corporation considered the eleventh report of the Drainage Committee regarding the construction of a portion of the new sewer from Carnac Road along the new Improvement Trust Road to Grant Road. It was stated in the course of the report:—"In their report, dated the 4th December, 1913, the Committee recommended for acceptance the proposal to construct the new sewer at an estimated cost of Rs. 2,40,000. As, however, the Committee were then carrying on negotiations with the Bombay Improvement Trust concerning the cost of a portion of the sewer from Carnac Road along the new road, it was recommended that the construction of that portion of the sewer should not be proceeded with until the question of cost was settled. This recommendation was approved under Corporation Resolution No. 6826, dated the 5th February, 1914.

"In response to the Committee's enquiry concerning the savings that would accrue to the Trust in consequence of the main sewer being carried by the Municipality through the new road, the Chairman of the Trust was good enough to state, in a letter addressed by him to the Commissioner, that as municipal sewers were within easy reach of the greater portion of the Trust's scheme, a lump sum of only Rs. 7,000 had been provided as the estimated cost of the sewerage works in the new road from Crawford Market to Parel Road, that the amount would be probably entirely taken up in providing for deviations for the existing sewers and other works, whether a new main was constructed or not, but that any economy, which the construction of the main sewer along this road may enable the Trust to effect in their arrangements far the provision of sewerage for the road would be reimbursed by the Trust to the Municipality.

"In view of this opinion and in view of the fact that the construction of the new sewer was determined on by the Corporation after the scheme had been sanctioned, as part of the works recommended by Mr. G. Midgley Taylor to carry away the increased supply of water, the Committee do not think it desirable to press the question of the liability of the Trust to bear a portion of the cost of the sewer. The work has already been sanctioned by the Corporation and the Committee beg to recommend that the Commissioner may now be authorized to proceed with the construction of the sewer along the new road."

Dr. N. H. E. Sukhia moved that the report be adopted. Mr. V. A. Dabholker seconded him.

Mr. R. S. Navalker moved an amendment that the consideration of the matter be postponed, and in the meantime the Corporation should take counsel's opinion in the matter.

The amendment fell through as there was no seconder.

GOVERNMENT AND IMPROVEMENT TRUST—THE SAME.

Sir Ibrahim Rahimtoolah said the Government and the Improvement were one and the same. Between them they could do anything and their decisions were always binding upon the Corporation. That was one of the things which the Corporation had repeatedly resented. The Improvement Trust made up their schemes and sent them to the Corporation for their views, which might be adopted or rejected at the supreme pleasure of Government. Immediately a plan was made by the Improvement Trust it was adopted by the Government and the Corporation was bound to take it up. This was one of the many matters in which the wishes of the Corporation were set aside.

The Hon. Mr. J. P. Orr said he wanted to say a word in explanation of what Sir Ibrahim had said that the Improvement Trust flouted the Corporation. A plan of the road to be constructed was first prepared by the Trust and then sent up to the Corporation for comment, and Government then considered the whole question. Sir Ibrahim was right in saying that the Improvement Trust and the Government could do what they liked. The Trust was bound to act by the decision of the Government. The Trust were always ready to vary their plans and to introduce better specification if it was shown there was good ground for it. In the particular matter under discussion Mr. Orr could not hold out any false hopes to the Corporation.

The report was adopted.

The Corporation then considered the report of the Committee regarding the demolition of the parapet wall of the Sandhurst Bridge and the addition of the site occupied by it to plot I, Sandhurst Road.

On the motion of Mr. R. B. Mantri and seconded by Rao Saheb Manaji Rajuji, the report was adopted.

The Corporation finished the October agenda.

HOME RULE PROPAGANDA.

THE HON. MR. SASTRI'S SPEECH AT AGRA.

(From a Correspondent.)

AGRA, Oct. 16.

The Hon. Srinivasa Sastri, President of the Servants of India Society, who arrived here last week, addressed a public meeting on Saturday under the presidentship of the Hon. Syed Alay Nabi on Home Rule for India.

At the outset he referred to the fact that the Governments of Madras and Bombay had declared through their counsel that they were not opposed to the movement of Home Rule for India. There was a large number of Englishmen who similarly professed sympathy with the desire of Indians for self-government. But they claimed the right of regulating the pace at which the forward constitutional movement should proceed. They were lacking in the sense of humour, otherwise they would see that they could not be the sole arbiter and judge in a dispute in which they were an interested party. Referring to the objections to Indian demands, Mr. Sastri said it was contended that the masses were ignorant and self-government would place power in the hands of an oligarchy of a few lakhs of educated Indians. The critics seemed to forget that self-government would at least substitute an oligarchy of a few lakhs for the present oligarchy of a few thousands. It was constantly said that Indians were unfit to govern themselves because of insufficient education, divisions of castes and creeds and lack of practical experience in the art of Government. This charge was untrue as proved by the admitted success of local self-government, the constitutional reforms and every forward step hitherto taken, the capacity of the members of the Provincial Services and the work done by Indians in Native States. Indians possess the moral and mental equipment needed for governing themselves. In the beginning they might make mistakes and bad mistakes but in a short time they would be able to govern themselves better than they are governed now. As to internal divisions they could only be removed when people had power of composing them themselves. Those who judged India by exacting standards, did not realize that until a few decades ago England herself did not possess the requisite qualifications in a large measure while Canada and Australia were behind India when responsible Government was conceded them.

Mr. Sastri then outlined a scheme of reforms on the principles accepted by the Congress and the League and in conclusion exhorted the audience not to lose faith in the constitutional agitation.

THE GREAT WAR SALE.

ADDITIONAL DONATIONS.

The following additional donations have been received towards the great war sale:—From Mrs. C. Fernandez, collected from Catholics and including Rs. 500 from the Hon. Dr. C. Fernandez, Rs. 2,250; Sir Visanji and Lady Mulji, Rs. 200; Mr. Surupchand Hukoruchand, Rs. 250; Mr. Harwarmal Kishorilal Rs. 250; Sir Shapurji Broacha, Kt., Rs. 251; Messrs. Ralli Brothers and Co., Rs. 250; Gentry of Hansot Mahal, Rs. 502-4; Mr. Mia Mahomed Haji Jan-Mahomed Chotani, Rs. 300; Sir Jamsetjee Jeejibhoy, Rs. 250; through Mr. A. J. Raymond, Rs. 750; Anonymous, Rs. 200; Mr. Mooljee Damodar, Rs. 250; Mr. Doongursee S. Joshi, Rs. 500; Mr. Ishwerdas Lakhmidas, Rs. 200; Mr. R. M. Kooka, Rs. 200; Mr. Huridas Dhunji Moolji, Rs. 201; Mr. Sitaram Madangopal, Rs. 300; Messrs. Raghovjee Khimjee and Co., Rs. 200; H. H. the Nawab Saheb of Janjira, Rs. 500; Mr. Geneshlal Sobhagmal, Rs. 250; Mr. Joharmul Mulchand, Rs. 250; Mr. Dowlatram Kundmal, Rs. 250; Mr. Ramnarayan Hurnandrai, Rs. 1,000; the Bombay Chinese Merchants, Rs. 520; Mr. Javarmal Sumermal, Rs. 250; the Fruit and Flower Stall holders, Arthur Crawford Market, Rs. 300; the Hon. Mr. M. R. Jardine, Rs. 300; Messrs. E. Spinner and Co., Rs. 500; Mr. Shivram Ramniranjan, Rs. 500; Mr. Balchand Ugarchand, Rs. 250; Messrs. Ebrahim Esoofali and Co., Rs. 201; Mr. Harjivan Dharsey, Rs. 201; Mr. Hirjee Khetsi, Rs. 501; Mr. Karimji Jivanji Moriswalla, Rs. 551; Mr. Abdul Aziz Haji Tyeb, Rs. 201; Khan Bazar Association, Rs. 2,501; Mr. Mathuradas Bhowan, Rs. 201; Mr. Salemahomed Haji Alli Nurain, Rs. 351; Mr. Khimji Visram, Rs. 501; Mr. Abdul Karim Abdoor Sakur, Rs. 251; Messrs. Dharsi Nanji and Co., Rs. 451; Messrs. Shivji Cooverjee and Co., Rs. 351; Messrs. Vindrawan Jotia and Co., Rs. 501; **Mr. Fulchand Motilal**, Rs. 250; Messrs. Maneckji Pallonjee and Co., Rs. 501; Mr. Nariman Maneckji Pohowalla and Co., Rs. 251; Mr. M. N. Gobhai and Co., Rs. 351; the Gentry of Hansot Mahal, Rs. 215-8; the Kirlosker Dramatic Co., Rs. 800; Khan Bahadur Burjorji D. Patel, Rs. 250; Mr. M. C. Guzdar, Rs. 200; Mr. R. H. Galgoan, Rs. 250; Mr. and Mrs. Manchershaw F. Khan, Rs. 500; Mr. Dinshaw F. Mulla, Rs. 500; Khan Bahadur Hakim Mahomed Dyani, Rs. 250; Sir David Sassoon, Kt., Rs. 800; the Bombay Rice Merchant's Association, Rs. 2,252; Mr. Manilal Muljee, Rs. 1,301; Mr. Tulsidas Tejpal, Rs. 1,201; Mr. Himatlal Dayabhai, Rs. 400; Mr. Laljee Godhar Rs. 500; Mr. Hemraj Jairam, Rs. 500; the Chief of Jath, Rs. 200; the Minor Nawab of Cambay, Rs. 200.

A SEQUEL OF THE FALKLAND ISLANDS FIGHT.

VON SPEE'S COLLIERS.

In the Prize Court on the 18th ultimo before Sir Samuel Evans, the President, two motions were heard together, asking for condemnation of ship and cargo in the case of two enemy steam colliers, the Santa Isabel and the Baden, which were captured and sunk by H. M. S. Bristol and H. M. S. Macedonia, in the Falkland Islands battle on the 8th December, 1914.

Dr. Pearce Higgins, who appeared for the Procurator-General, said that both vessels belonged to the Hamburg-Amerika Line. Captain Fanshawe, of the Bristol, stated in an affidavit that in the case of the Santa Isabel no ship's papers had been delivered up or found on board. The vessel, which at the time was flying the German colours, was not boarded or searched as it was necessary to dispose of her as speedily as possible in order that the Bristol and the Macedonia might assist against the German cruisers in the vicinity. The crew was removed and the ship was sunk by gunfire, as it was considered that she was carrying coal and provisions for German warships. There was a similar affidavit in the case of the Baden.

Affidavits by Mr. Lloyd Hirst, of the Admiralty Intelligence Department, stated that Santa Isabel left Buenos Aires laden with coal on the 6th August 1914, clearing for Togo. Between the 12th and the 26th September she coaled the German cruiser Dresden at Tierra del Fuego. When she put into Valparaiso on the 2nd October her name had been effaced, the colour of the funnels changed, and her masts had been altered. She was subsequently declared by the Chilian Government to be a German auxiliary. On the 30th October she cleared for Hamburg, but joined Admiral van Spee's squadron outside territorial waters. She arrived at Masafuera on the 15th November and left again with some ships of the German squadron. On the 2nd December the British vessel Drummuir was captured and part of her cargo was discharged into the Santa Isabel near Picton Island. On the 8th December the Santa Isabel with the German auxiliary Seydlitz and the Baden arrived off Port Stanley, where she was sunk.

With reference to the Baden, it was further stated that she left Pernambuco with 5,000 tons of coal on the 11th August with all lights out, and coaled the Dresden at Rocas Island on the 13th August. She accompanied the cruiser south, coaling her on various dates, and then towing her to Easter Island. On the 7th November the Baden joined the German squadron at Masafuera with the Norwegian sailing ship Helicon, which she towed and from which she coaled. On the 12th and 15th November the Baden took in more coal from the Valentino, a French prize, and also from the Sacramento. On the 16th November she left Masafuera with some ships of the German squadron, and on the 1st December was off Staten Island. She took on board part of the cargo of the Drummuir near Picton Island, which she left with the Seydlitz and the Santa Isabel, and on her arrival off Port Stanley on the 8th December she was sunk.

The President said that it was quite clear that both were enemy vessels in attendance upon vessels belonging to the German Navy. He treated them, however, not as forming part of the German Fleet, but as vessels which might properly be taken as prizes. Where a prize crew was not available or could not be spared to navigate the vessel seized to a port of jurisdiction, the capturing commander had the right to remove the crew, and, if possible, her cargo as well, if there were clear proof that the vessel belonged to the enemy, and then to destroy the vessel. Here, it being impossible to remove the cargoes, the commander was entitled to destroy both ships and cargoes, and both the vessels and their cargoes would be condemned as enemy property.

A CATHOLIC NEED.

To the Editor of "The Chronicle."

Sir,—I see that the leaders of the Catholic Community, the Goans, the Mangaloreans, and the East Indians are considering various matters and giving attention to this question and that. They have got and organized a Gymkhana. Here the well-to-do and leisured classes meet and mingle together, taking part in games and sports. This will lead to greater fusion of races in the upper ranks. Then there is a movement for co-operative housing where all the three classes will be brought together and thus a further fusion will take place. At the demonstration held in honour of the Honourable Dr. C. Fernandes all classes met together and the next thing will probably be the union of all Catholic British subjects into one diocese or jurisdiction under a British prelate which every loyal Catholic subject so anxiously desires. What is wanted is a high school for Indian Catholic girls, and I beg to be permitted to urge strongly upon all Catholics the necessity of materializing this object. The question is not a new one and I need not therefore discuss the reasons why such a school is so badly required. The education of girls is a great topic of the day and it behoves the leaders of the Indian Cat'olic Community to be up and doing. The school is a crying need. I should be much obliged to you if you were to support this my letter by recommending the desirability of taking earnestly the question of a high school for Indian Catholic girls in hand. The upper classes, perhaps, do not realize the want, but certainly the middle classes do.—Yours, etc.,

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Frontispiece of Sunday "Chronicle" of 17th September, 1916.

ADVT. MANAGER, "SUNDAY CHRONICLE"
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LIFE IN THE GERMAN ARMY

DEADLY DISCIPLINE.

A Danish officer sends to the "Sunday Times" a remarkable account of the experiences of a fellow countryman who has had the misfortune to serve in the German Army:—

My correspondent, he says, is a native of the old Danish province of Northern Sleswick, torn from Denmark by the combined arms of Prussia and Austria in the war of 1864. Like most of his countrymen, he is inspired with a profound hatred of Prussia, yet was nevertheless forced to fight in the German ranks. After fourteen months in the trenches, he was sent to guard the Dutch-Belgian frontier, whence at the first opportunity he succeeded in deserting into Holland where he now is, and whence he has sent me a full account of his experiences.

What I find most remarkable in his description of his life in the German army is his account of the harsh and unrelaxing discipline everywhere, and at all times insisted on, which inspires the soldier with a horror of service far more intense than all the discomforts and dangers of the trenches.

Of this German worship of discipline one heard enough in peace times, but none of us supposed the German to be such a fool as not to relax his rules considerably in the event of war. German thoroughness is proverbial they foresaw to a certain degree the conditions which would prevail in the coming war and prepared themselves to meet them by providing every means which chemistry, engineering skill, science, medicine, and surgery could devise in order to ensure success. It is therefore the more surprising to find them overlook or disregard one essential point, and that is the necessity of rest and relaxation for the soldiers while off duty if they are to be kept fit and strong.

The German officer would seem to have translated the term "rational exercise" as meaning hard and unceasing work: for, according to my informant, the soldiers are often kept on duty, in and out of the trenches, for so many hours on end that they fall asleep standing, often wandering about in this state, and should one be so unluckly as to leave his post in this semi-comatose condition, he is likely to be seized and shot for attempted desertion. I am told, indeed, that such instances are by no means infrequent and were often witnessed by my correspondent.

He himself was often on duty in the first and second line trenches for five days and nights at a stretch, sometimes even longer, and once for twenty-two days. During these periods he and his comrades got about two and a half hours' sleep on an average out of the twenty-four. When released they were like corpses in appearance. Ignorant of the cause they ascribed their nerve-shattered condition to the horrors of the trenches and the incessant roar of bombs, shells, and guns. This is not so surprising when one considers the superstition which is pretty general that a strong man can do without sleep so long as he gets plenty of food and drink.

After leaving the trenches the men were supposed to have one or two week's rest. But insead of being set free, they were sent to some station where they were kept at all sorts of drill from morning to night. The protected standing or sitting upright in the trenches tires and atrophies the muscles of the back, loins, and abdomen, and if the men had been put to perform good physical exercises these would have had the effect of refreshing and toning up the wearied muscles. But no such exercises were allowed them. The men were continually put through saluting drill and other forms of military routine, which only increased their state of exhaustion.

As in the judgment of their tormentors, the drill was never smart enough, the men were always punished in the afternoons with long route marches, carrying their full war pack weighing 34 kilos (about 75 lbs.) The officers who never had tried to walk ten steps with such a load, follow on horse back. My friend, a former champion athlete and the strongest man in his battalion, was able to stand the strain as far as his muscles were concerned. But his nerves were so worn ont that he had difficulty in controlling his legs. They swayed under him. The men kept themselves upright by marching quite close together, but the unsupported flank men often collapsed and were then promptly and severely punished.

The men never had true rest or peace, Whenever, they had been a few days in one billet, they were suddenly hurried, with their full pack, to another a long way off. My informant has successively been put into three different battalions because his old units were dispersed. He thus gathered from his experience that the treatment was the same everywhere, evidently planned by some in high command.

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THE BOMBAY CHRONICLE.
Tuesday, October 17, 1916.

"ALL THAT MEN COULD DO."

The phrase is hackneyed and it is to be found often enough in military despatches and unofficial accounts of campaigns, successful and unsuccessful, but it has probably never been used with greater justification than in describing the heroic efforts against every sort of physical obstacle and difficulty, constant surprise, and a brave, numerous and well-equipped enemy, made by the forces under the command of General Aylmer and General Gorringe to relieve General Townshend at Kut-el-Amara. Every difficulty that could arise to make the task of an army almost beyond human endurance seems to have been present at one time or another in the three phases of the operations begun in haste on January 9th and concluded in the last days of April. No one who reads the record of this campaign, even as told in the restrained language of Sir Percy Lake's despatch which we published on Saturday, can do so without a feeling of intense admiration for the troops who in the face of such trials and repeated disappointments maintained, until the last hope of relieving Townshend disappeared, the same dash and tenacity of purpose with which they had begun the attempt three months before. For the force as a whole and some of the subordinate generals there can be nothing but the highest praise. They had beyond dispute done "all that men could do." Whether the commanders had done all that commanders could do is another question, which it is not easy to discuss fairly in the light of this despatch, which has evidently been severely censored and does not disclose all the facts.

There are certain features of this melancholy history, however, which can be discussed, though the proper apportionment of blame for blunders must be left until a fuller knowledge of certain phases of the operations is vouchsafed. In the first place, it is as well to acknowledge that if failure was largely due to the physical difficulties which not only hampered the tactics of the troops but were a fine strategical ally to the enemy, it was also largely due to the fact, which stands out very clearly from Sir Percy Lake's despatch, of the skill and frequently superior dispositions of the Turkish commanders. The British Staff seem often to have been gravely ignorant of the resources at the disposal of the enemy, who was also successful again and again in concealing the strength of his defences. The highest skill of the most heroic troops cannot avail if the brains that lead them are not equal to the task, and this unfortunately seems to have been too often the case in the attempt to relieve Kut-el-Amara It must in fairness be admitted, of course that the Turkish commanders had a much easier job. The British command were conducting a campaign in which the conditions and manner of carrying it out were not a matter of choice but of pressing necessity. More especially was this so in the earliest and last stages of the operations. The whole operation of January 20th and following days was influenced by the belief, mistaken as it turned out,—an amazing mistake which reflects grave discredit on somebody,—that General Townshend's supplies of food and munitions were nearly exhausted. The same factor, of course, operated in the last phase of the attempt to relieve the beleaguered force. Allowances must be made for commanders who are conducting a campaign under forced conditions of this character. The story might have been different if the operations had been merely directed against the Turks without the dominating factor of the besieged garrison of Kut. But even so we find that more than once operations that were apparently well conceived and successfully initiated were brought to nought by the bungling of generals, or the apparent failure of the staff to prepare those in charge for the possibility of surprises which eventually defeated the heroic efforts and initially successful efforts of our troops. It is a remarkable and melancholy fact regarding the whole of the campaign which began with General Townshend's advance towards Bagdad, that our Intelligence Department never seems to have had accurate or even approximately accurate information as to the resources of the enemy in men. The greatest offender of course was General Nixon, and many of the factors which brought to grief the failure to relieve Kut were the legacies of his rashness in having insisted on the advance without giving time for the reinforcements to arrive and organise, and without having duly acquainted himself the strength of the forces opposed to Genera Townshend. One of the chief operating factors in the failure of the first attempt at relief was the state of disorganisation of the force which came from France. Divisions landed in a completely broken condition and it was not until after the attempt to capture the Umm-al-Hannah position that they were re-organised and restored to their normal formations. The whole story of the failure to relieve Kut only accentuates the grave responsibility of General Nixon, and in criticising those who succeeded him it is well to remember that by his folly and rashness he had bequeathed to them an almost forlorn task. It will not do to attempt any further to cast the blame on the Cabinet, the Government of India or the Commander-in-Chief on the plea that they too readily accepted General Nixon's views. These are just the people who ought not to be blamed. The responsibility rests firstly with the local Commander-in-Chief, who insistently pressed the advance and secondly with the War Council who, having considered it and given the fullest weight to the information at their disposal sanctioned it. In the face of these circumstances to repeat the allegation that the Cabinet rushed into the project while smarting under the Gallipoli withdrawal and looking despairingly for a counter that would bring them political credit is hardly respectable.

The question of the inadequacy of the transport is one on which it is not desirable to enter at present. The whole matter is under investigation by the Commission and no one is in a position to anticipate their enquiry. That the transport was gravely inadequate and was not reinforced to keep pace with the reinforcements of troops is admitted. It is an open question whether the blame for that lies on Sir Beauchamp Duff, or those who were unable to fulfil his requirements or the alleged impossibility of securing at the time the right kind of craft for the Tigris. In any case it takes us back again to the rashness of the General who embarked on this enterprise with the knowledge that the transport was inadequate, would continue to be inadequate and would become increasingly inadequate. It is a point on which General Lake's despatch should have been more communicative. There are other *lacunae* in the despatch which we think ought not to have been left. There are facts which the public has a right to know. For instance, the real responsibility and the exact measure of blame for the bungle on March 8th are left to the imagination. Immediately after these operations, on March 12th, General Gorringe took over General Aylmer's command and the latter returned to India. General Kemball, however, not only disappears from the scene of operations but also from Sir Percy Lake's despatch. General Aylmer on the other hand is the subject of a high eulogy in the concluding portion of the despatch. It is to be assumed therefore that General Lake holds General Kemball responsible wholly for the mishap of March 8th. But it would be interesting to know in these circumstances why General Aylmer was so promptly relieved of his command. The suggestion has been made that he too readily abandoned the attempt on the redoubt. But it seems to us that the reason advanced for abandoning the attempt was decisive. It would have been the height of folly to have pursued the operation with the knowledge that the water supply had failed. It was to invite a disaster which would have exceeded anything that actually happened. But it is most undesirable that the public should be left to speculate on these matters. They are entitled to the fullest information, and to withhold it is as improper from the public point of view as it is unfair to those whose conduct is left, perhaps, unfairly, impugned.

Notes of the Day.

A Conscienceless Monarch.

As we anticipated, the action of the Entente Powers did not stop with the dismanning and taking over of the ships of the Greek Navy. They have now practically assumed control of the Greek Executive, in all the departments which could be utilised by the King for his mischievous pro-German machinations. The French have occupied the forts dominating the Piraeus, the police are under control, the further despatch of munitions to Thessaly has been prohibited and the importation of wheat from Thessaly resumed. What is the King going to do now? Is he content to sit in his palace in a state of bondage to those who protect the country he has betrayed, or will he at the last accept the inevitable and consent to the intervention of the Greek army in the war. M. Venizelos has apparently given up all hope that his Majesty will ever see reason and do right. In a fine speech at Salonika the leader of the Provisional Government declared it was hopeless to expect King Constantine to change and described him as a "conscienceless monarch." It is thus left to the natural leaders of the Greek nation to organise the forces that will save its honour by assisting in the task of driving out the Bulgarians and doing its duty to the Serbians, who have won a world-wide fame while Constantine has brought upon his people only ignominy and shame.

"Tanks"

It is interesting to learn that credit for the idea and design of those wonderful and terrifying new engines of war known as "tanks" is chiefly due to the Naval Constructor to the Admiralty,—this probably means the Chief Constructor, the Admiralty of course has only naval constructors. Mr. Lloyd George stated in the Commons that it was Mr. Churchill who, when he was First Lord, afforded the greatest encouragement in carrying out their construction. This surely should re-habilitate Mr. Churchill in the public eye. What more might he not have done had he remained at the Admiralty. During mail week Mr. George, in an interview with a representative of the Press Association, is reported to have given Mr. Churchill the initial credit for the idea. The credit, said the War Secretary, was due more to him than to anyone else. He took up with enthusiasm the idea of making them a long time ago, said Mr. George, and converted the latter, who was then Minister of Munitions. It seems that Colonel Swinton who has hitherto been given the credit of their invention and construction played only a subordinate part in their production.

The Reforms Memorandum.

In a letter to the "Hindu" the Hon. Mr. Srinivasa Sastriar explains the considerations which led the elected Indian members of the Imperial Legislative Council to submit their memorandum on post-war reforms. "We heard" he writes,

that the question of constitutional changes, the most momentous that this generation of Indians have had or may yet have to tackle, was about to be considered by the Government of India. We thought it a great pity that they should settle by correspondence with the Secretary of State the main lines of the changes without the public in India and the National Congress and the Moslem League having an opportunity of putting in their say. Experience has taught us how difficult it is to get substantial alterations in schemes on which the authorities in England and those in India are previously agreed. Resolutions being barred, we tried interpellation, but failed to get timely publication of the intentions or proposals of the Government of India. A people who are not self-governing and their representatives cannot afford to wait till they are called in for consultation, for the consultation may never come they are not "entitled" to it, they will be be told. It struck us that the best thing was to make our views known to the authorities in writing before they formulated their proposals. Our views could, of course, have no greater weight than the names of the individual signatories might be supposed to carry. But we were elected representatives and we had knowledge of the schemes of the All-India Congress Committee and the Moslem League Committee, in the making of which some of us had taken part. We thought, therefore, we were in a position to anticipate with some approximation the wishes of the country and the judgment of the National Congress and the Moslem League.

The Old Shibboleth.

It was not to be expected that the Indian demand formulated by the elected Indian members of the Imperial Legislative Council, would find favour with the Calcutta journal which has long outlived its claim to be the "friend of India." It has at least had the good sense, unlike the Allahabad journal, to acknowledge that "so far as it has been possible to give effect to the representative principle on the Indian legislative councils, the nineteen signatories represent educated and influential classes." This does not, however, prevent the "Statesman" from branding the demand as an impertinence and asking the childish question how, if it is conceded, it would benefit the three hundred millions who are not educated. The argument is too familiar as the shibboleth is too dear to the bureaucratic extremist, who has always arrogated to himself the divinely appointed mission of being the guide, philosopher and friend of the teeming millions of India in preference to their educated fellow-countrymen. It is not worth considering except to point out, as Mr. Sastriar pointed out in his speech at Agra on Saturday, that the critics who say so, forget that self-government would at least substitute an oligarchy of a few lakhs for the present oligarchy of a few hundreds,—thus bringing India into a line, not with any Utopia, but with countries like England herself.

The Dharampore Sanatorium.

The King Edward Sanatorium Dharampore, set in peaceful and beautiful surroundings in the Simla hills, has continued to be a blessing to some at least of the sufferers from the foul disease of tuberculosis and, as the seventh annual report of its working evidences, its popularity has considerably increased. The total number of applicants hailing from almost every part of India during the ten months from June to March was 366, of which the largest number 168 came from the Punjab, while 66 were from the United Provinces, 30 from Bengal, 39 from Bombay. Only 94 could be admitted owing to limited accommodation. These together with the patients remaining from the preceding year made up the number of patients treated. Of these, 25 were too ill to be kept in the Sanatorium and were transferred to the Hardinge Hospital on their arrival, 5 others got worse during treatment and were therefore sent on to the same institution. Two were found to be non-tubercular, and five left within a week. As regards the remaining 104, the statistical results show that while only one patient died as many as 74 patients benefited.

The Prevision of Disraeli.

Interspersed in the life of Disraeli so excellently written by Mr. Buckle are some farseeing and statesmanlike speeches made by him during the mid-Victorian era which would bear reproduction at this juncture and accentuate the claim his friends and admirers put forward for his eminent political sagacity, the sagacity to gaze with a clear vision far into the dim future. Here are two such speeches which most admirably describe what England would do in the hours of the greatest trial for national defence and national liberty. The following was spoken towards the close of 1859 when Louis Napoleon, then posing as the modern Julius Caesar, was trying to dominate all Europe, and when peace or war trembled in the balance, waiting for the words that might escape his lips, on each new year's day!

"If there be any foreign Government or foreign potentate who, in the supposed distractions and political dissensions of our form of Government believes that he has found elements on which he may calculate for pursuing with success any scheme of agression or of violent ambition, then I can assure that Government and that ruler that they mistake the character and the genius of the English people and the English Constitution. And if they count on our dissensions and on the noble rivalries of public life as the means for the successful prosecution of those designs, they will count on them to their confusion. They will find if ever the time should come when the independence of this country or the Empire of our Sovereign should indeed be menaced, that the Sovereigns of these realms rules over a devoted people and a united Parliament."

Another Phophecy.

How prophetic are the above observations and how true they are to-day when, owing to the political conditions which prevailed in England at the outbreak of the war, especially the Irish difficulty and the Ulster incident, the vaulting ambition of the Kaiser and his militant advisers, cast the die and ventured on a war of aggression! And here is another equally prophetic warning which has been in every way verified.

"And, Sir, I believe now if the occasion were fitting, if her independence or her honour were assailed, or her Empire endangered,—I believe that England would rise in the magnificence of her might and struggle triumphantly for those objects for which men live and nations flourish."

The above shows how well Disraeli had gauged the national sentiment, the national feeling and the national spirit, the same which are discerned to-day and which have astonished the civilised world and flabbergasted the enemy who, leaving all his other opponents alone, fixes his eye determinedly on the destructions of the British army which the genius of Lord Kitchener has raised.

'BOMBAY CHRONICLE' APPRECIATION FUND.

PUBLIC SUBSCRIPTION.

The Fund has been opened at the suggestion of some of our readers "to mark public appreciation of 'The Bombay Chronicle.'" Subscriptions of any amount are welcome and will be duly acknowledged in our columns.

Present Total ..... Rs. 7,744
Received Yesterday ..... Rs. 880

	Rs.
Amount previously acknowledged	6,864
A. Rahiman	50
M. M. K.	50
M. H. Sanjana	50
H. K. Bhedwar	50
A Parsi Sympathiser	25
In the sacred memory of Sir P. Mehta, the far-sighted and sagacious founder of the "Bombay Chronicle" Newspaper	25
Jaithabhai Govindjee	25
C. M. Shet	25
K. B.	25
A Doctor	25
Pramjee Virjee	25
C. M. Thacker	15
F. D. Ustad	15
An Admirer of "Chronicle" from Curzon Club	15
Pladhar Ruttonsee	15
N. R. B.	11
A. R. Bilimoria	10
Sympathiser	10
Sympathiser	10
K. S.	10
S N. G.	10
Kanniyalal H. Vakil	10
Ishwarlal Chotalal	10
O. S. Innominator	5
Law	5
Lawyer	5
O. M.	5
H. K. Dikshit	5
Sympathiser	5
C. J. Kher	1
A Victim of Tea	1
In memory of the late Miss Manijeh Dinshaw Datra	1
Contributions by the Ahmedabad Bar:—	
J. V. Desai	25
Mulchand A. Shah	25
Krishnalal N. Desai	25
V. J. Patel	25
Navalshanker N.	15
Girdharlal U.	15
Shivabhai M. Patel	10
Kalidas J. Javeri	10
Harilal Desaibhai	5
B. M. Mehd	5
G. R. Dhabholkar	5
Tulsidas J. Parekh	5
M. P Setalvad	5
K. P. Mody	5
C. K. Gandhi	5
Dahyabhai Ijatram	5
N. M. Shah	5
M. M. Shah	5
Sympathiser	5
B. K. Patwari	5
A. H. Shah	5
M. P. Doctor	5
Popatlal A. Shah	5
Mukundrai K. Dave	5
B. S. Patel	5
A. K. Shah	5
Total	24
Citzens of Ahmedabad:—	
Lalbhai Trikamlal	51
C. B. Seth	15
Sympathiser	10
Sakarlal K. Mehta	5
Chhaganlal Bhaishanker	5
Vadilal Maganlal	5
Total	91
Grand Total	7,744

NEW BUILDING OF THE ALLAHABAD HIGH COURT.

(ASSOCIATED PRESS.)

ALLAHABAD, Oct. 16.

The Allahabad High Court opened to-day after the long vacation. The work commenced in the new building although the formal opening by the Viceroy, is being arranged for 27th November. The grand staircase and the vestibule of the building are floored and faced with white marble and has an imposing appearance. The building which is of stone and brick, is in the shape of a quadrangle, and somewhat similar to the Patna High Court, and is a great improvement on the old building which was quite unsuited for the purpose. The Chief Justice on taking his seat with Sir P. C. Banerji, welcomed the bar to their new abode before proceeding with the work of the day.

THE WAR.

SUMMARY OF TELEGRAMS

ROUMANIAN FRONT.

DESPERATE FIGHTING.

SERBIAN ADVANCE.

CONSTANTINE'S PLANS UPSET.

A Bukharest communiqué reports desperate fighting through the entire northern region. The Roumanians are holding up the enemy. There is day and night fighting in the Predeal region. The Roumanians drove the enemy out of the Blistock valley and captured the summit of Mount Negru in the Jiul valley. There is an unbroken artillery duel on the Southern front along the Danube.

The Greek Crown Council has accepted Admiral Fournet's note in which he demanded the control of the Greek police, prohibition of the citizens to carry arms, and prohibition of the despatch of war materials to Thessally.

The Greek Royalist plans that if the Allies sought to coerce Greece, intervene or force M. Venizelos upon the King then the latter would retire with troops to Trikkala in Thessaly and there await the German army with which to attack the Allies, have been upset by the French Admiral's ultimatum.

It is reported from the Austrian front via Zurich that 260,000 Italians have been incessantly attacking on the Carso for 72 hours and that 1,000 guns have been firing violently and without interruption for 11 days and nights.

A Russian communiqué says that a Russian submarine captured a 6,000 ton Turkish transport in the Black Sea near the Bosphorus.

The Serbians are advancing on the left of the Cerna. French cavalry have cut the railway line south of Seres.

Enemy counter-attacks on the new positions gained by the French south of the Somme and the positions were consolidated.

The British advanced slightly north-east of Guedecourt. Later reports show that the enterprises undertaken by the British in the neighbourhood of Stuff and Schwaben redoubts were highly successful.

HOLLAND AND GERMAN PIRACY.

(REUTER'S SPECIAL WAR SERVICE.)

AMSTERDAM, Oct. 16.

The "Telegraaf" publishes a list showing that the Germans have sunk 25 and attacked five Dutch vessels since the war began.

DESPERATE FIGHTING IN TRANSYLVANIA.

UNBROKEN ARTILLERY DUEL ALONG THE DANUBE.

ROUMANIAN SUCCESS

DESPERATE FIGHTING IN NORTH.

UNBROKEN ARTILLERY DUEL IN THE SOUTH.

(REUTER'S TELEGRAM.)

BUKHAREST, Oct. 16.

A communiqué says in the Caliman region we fell back towards the frontier. Desperate fighting is proceeding through the entire Northern region. The Roumanians are holding up the enemy.

There is day and night fighting in the Predeal region.

The Roumanians drove the enemy out of the Blistock valley and captured the summit of Mount Negru in the Jiul valley.

There is an unbroken artillery duel on the Southern front along the Danube.

FALKENHAYN'S PLANS.

ATTEMPT TO CAPTURE FOCSANI

(REUTER'S SPECIAL WAR SERVICE.)

LONDON, Oct. 16.

A telegram from Bukharest says that the military authorities express the opinion that if the Roumanians hold the crests of the Carpathians the situation need not be considered serious.

General Falkenhayn, with whom there are apparently only three genuine German divisions the remainder being Austro-Hungarians numbering at the maximum two hundred thousand, appears to be endeavouring to cork up other defiles and to send his main forces through the Oituz Pass and to attempt to capture the railway junction of Focsani.

The latest Roumanian communiqué says that all attacks have been bloodily repulsed at Oituz Pass which is 45 miles north-west of Brasso.

LONDON, Oct. 15.

At Guivala in the Toerzburg Pass the Roumanians have been compelled to retire to Rucaru.

DEATH OF M. FILIPESCO.

(REUTER'S TELEGRAM.)

BUKHAREST, Oct. 16.

The death is announced of M. Filipesco, a strong supporter of the Allies.

RUSSIAN CAPTURE OF A TURKISH TRANSPORT.

ENEMY ATTACKS EVERYWHERE REPULSED.

(REUTER'S TELEGRAM.)

LONDON, Oct. 15.

A Russian communiqué says a Russian submarined captured a six-thousand ton Turkish transport, commanded by German officers, in the Black Sea near the Bosphorus, after an hour's fight. The transport was taken to Sebastopol.

Enemy attacks in the region of Scroboy were repulsed with heavy losses. We carried trenches north of Korytnitza and repelled counter-attacks with heavy losses.

Enemy attacks in Kirlibaba, Dornavatra and Dobrudja regions were repulsed.

BRITISH ARMOURED CARS.

AMBUSHED IN THE REGION OF MUSH.

(REUTER'S TELEGRAM.)

LONDON, Oct. 15.

Captain Locker-Lampson, commanding the British armoured cars, was ambushed in the region of Mush. He drove along the hillside for many miles, finally charging through the river and escaped though the car was riddled with bullets. His cars have been frequently in action and have been most successful, damaging the Turks and capturing villages and travelling night and day over the treeless Mush plain. They had constantly to bridge gullies, bogs and rivers with wood obtained from sparse villages. A number of officers and men have been decorated for bravery. One squadron is now operating in Persia, south of Lake Urmia.

RECRUITING CAMPAIGN IN AUSTRALIA

(REUTER'S SPECIAL WAR SERVICE.)

MELBOURNE, Oct. 16.

139,000 men of whom 60,000 have been passed for service have been registered in the Commonwealth in ten days. Half of the exemption claims have hitherto been allowed. All copper and lead miners have been exempted for three months.

A CONSCIENCELESS MONARCH.

M. VENIZELOS' DENUNCIATION OF CONSTANTINE.

BULGARIANS MUST BE EXPELLED.

(REUTER'S TELEGRAM.)

SALONIKA, Oct. 12.

M. Venezelos, interviewed by Reuter's correspondent, said that half of Old Greece and nine-tenths of the population of New Greece and all the islands were on his side. The Provincial Government did not contemplate further representations to the King as it was hopeless to expect King Constantine to change.

SALONIKA, Oct. 13.

Speaking at a banquet last night M. Venezelos said the people had been led to the brink of a precipice by a conscienceless monarchy and forced to disown the alliance with Serbia. People must be organised militarily to expel the Bulgarians and do their duty to the Serbians whose heroism had won the admiration of the world. King Constantine believed himself to be King by the Grace of God, thus violating the constitution. A National Assembly must be convoked after the war to erect an invulnerable rampart against future violations by the monarch.

The speech was received with cheers and cries of "Down with the King" "Down with the Traitors."

PIRAEUS CONTROLLED BY FRENCH.

POLICE IN ATHENS AND PIRAEUS CONTROLLED BY ALLIED OFFICERS.

(REUTER'S TELEGRAM.)

ATHENS, Oct. 15.

Piraeus is controlled by the French, who occupy the forts looking over the harbour. The Allied officers control the police in Athens and Piraeus.

ADMIRAL FOURNET'S NOTE TO GOVERNMENT.

CROWN COUNCIL'S ACCEPTANCE.

(REUTER'S TELEGRAM.)

ATHENS, Oct. 13.

Admiral Fournet has addressed to the Government a further note, it is believed demanding an explanation of the despatch of the artillery and ammunition to Larissa. The Cabinet deliberated on the note for four hours. The Chief of the Staff was present.

The Premier stated that it was practically certain that the Entente would recognise the new cabinet.

LATER.

The Crown Council has accepted Admiral Fournet's note in which he demanded the control of the Greek police, prohibition of the citizens to carry arms, prohibition of the despatch of war material to Thessally and the lifting of the embargo on the exportation of wheat from Thessally.

TIMELY ULTIMATUM.

ROYALIST PLANS UPSET.

(REUTER'S TELEGRAM.)

LONDON, Oct. 14.

French sailors have occupied the islands of Leros and Kyra in the Gulf of Salamis which are munitions depots for the Greek Fleet.

The movements of Greek troops inland recently have comprised the posting of a division at the royal domain of Tatoi which has been fortified with breast-works, entanglements and gun emplacements.

The fanatical Royalists have not concealed their plans, namely, if the Allies sought to coerce Greece, intervene or force M. Venizelos upon the King then the latter would retire with troops to Trikkala in Thessaly and there await the German Army with which to attack the Allies. The French Admiral's ultimatum upset their plans.

SERBIAN OFFENSIVE.

ADVANCE SOUTH OF CERNA.

RAILWAY SOUTH OF SERES CUT.

(REUTER'S TELEGRAM.)

PARIS, Oct. 16.

The Serbians are advancing on the left of the Cerna.

French cavalry have cut the railway line south of Seres.

BRITISH PATROLS PENETRATE BULSUK.

(REUTER'S TELEGRAM.)

LONDON, Oct. 16.

A British official message from Macedonia says that our patrols penetrated Bulsuk nine miles south-west of Demir Hissar. The situation on the Doiran front is unchanged.

RED CROSS AND ST. JOHN AMBULANCE

GIFTS BY THE KING AND QUEEN.

(REUTER'S TELEGRAM.)

LONDON, Oct. 16.

The King has given £5,000 and the Queen £1,000 in aid of the Red Cross and St. John's Ambulance on the occasion of "Our Day."

The King, in an autograph letter, says:—

"We fully appreciate your splendid work. As only by a united Empire can victory be secured, so must we be equally united in the relief of the sufferers.

CONTROL OF RAILWAYS AND POLICE.

DISCUSSIONS IN PROGRESS.

(REUTER'S TELEGRAM.)

ATHENS, Oct. 16.

Officialdom is very busy again.

M. Giullemin, the French Minister, had an interview for an hour and a half with the Premier and the Minister for Foreign Affairs.

The Premier was very reticent but declared that the conversations were very friendly and laid basis for further discussions.

The Premier then saw the King. It is believed that the discussions relate to the control of railways and police.

It is stated that the Legations in Entente capitals have been instructed to renew proposals to emerge from neutrality.

M. Politis, Permanent Under-Secretary to the Foreign Office, has proceeded to Salonika to assume the Ministry for Foreign Affairs in the National Ministry. He will proceed thence to Western Europe on a special mission.

It is stated that the pro-German generals Dusmanis and Mexkas have arrived at Larissa "to inspect the barracks."

ALLIES OCCUPY RAILWAY STATIONS.

(REUTER'S TELEGRAM.)

LONDON, Oct. 14.

A telegram from Athens says that the Allies have occupied the stations on the Larissa railway preventing the departure of a munitions train and two field batteries to Larissa.

MOVEMENT OF TROOPS FORBIDDEN

(REUTER'S SPECIAL WAR SERVICE.)

ATHENS, Oct. 16.

Under the Allies' control of railways the movement of groups of soldiers and transport of war material between Athens and Larissa so absolutely forbidden. A regiment of infantry at Santamaura where control has not yet been established, has been conveyed in sailing ships to Arta by the order of the Minister of War.

ATHENS UNMOVED.

(REUTER'S TELEGRAM.)

LONDON, Oct. 13.

A message to "The Times" says that Athens is unmoved by the Allies' action in regard to the Fleet because the Fleet was recently officered by anti-Entente officers while concentration has begun in Thessaly of troops, guns and stores in the rear of the Allied armies.

BRITISH ADVANCE.

ENEMY TRENCHES ENTERED.

HEAVY LOSSES INFLICTED.

(REUTER'S TELEGRAM.)

LONDON, Oct. 15.

The text of this afternoon's communiqué from General Haig says:

Further reports show that the enterprises undertaken yesterday in the neighbourhood of the Stuff and Schwaben redoubts were highly successful.

North of the Stuff Redoubt two lines of enemy communication trenches were cleared for a distance of nearly two hundred yards. A hundred were made prisoners. The operation was carried out by a single company.

Our line advanced well to the north and west of the Schwaben Redoubt and heavy losses were inflicted on the enemy. The total prisoners taken in both the operations were three hundred.

Enemy trenches were entered during the night west of Serre, north of Roclincourt, north-east of Festubert and north of Neuve Chapelle. Prisoners were taken and considerable damage done to enemy's defences.

FIGHTING NEAR STUFF REDOUBT.

BRITISH CAPTURE TWO COMMUNICATION TRENCHES.

(REUTER'S TELEGRAM.)

LONDON, Oct. 15.

A British communiqué says north of the Stuff Redoubt two lines of enemy communication trenches were cleared for a distance of 200 yards.

BRITISH ADVANCE N.-E. OF GUEUDECOURT.

(REUTER'S TELEGRAM.)

LONDON, Oct. 16.

A British communiqué says our line has advanced slightly North-East of Gueudecourt. Enemy artillery was active between Les Boeufs and Courcelette, also in the neighbourhood of the Schwaben Redoubt and the Ancre Valley. 47 prisoners were taken.

IMPORTANT ATTACK DEFEATED.

(REUTER'S TELEGRAM)

LONDON, Oct. 16.

A communiqué from General Haig this afternoon says:—An important enemy attack on Schwaben Redoubt has been repulsed with heavy losses to the enemy.

LATER.

The following is the text of this afternoon's communiqué from General Haig:—Heavy hostile shelling continued during the night south of the Ancre. We drove back a small bombing attack north of Courcelette without difficulty. A more important attack was delivered at Schwaben Redoubt after heavy artillery preparation and assisted by Flammenwarfer It was also repulsed with heavy enemy losses. We successfully entered the enemy's trenches during the night north-east of Ypres, south-east of Steloi and east of Ploegsteert. A number of enemy were killed and captured.

FRENCH GAINS SOUTH OF SOMME CONSOLIDATED.

BRILLIANT AIR-RAIDS.

(REUTER'S TELEGRAM.)

PARIS, Oct. 15.

A communiqué says enemy counter-attacks on our new positions south of Somme were repulsed. We maintained and consolidated all our gains.

In spite of low-lying clouds our aeroplanes co-operated most effectively in fighting and surpassed all that was expected of them. One returned riddled by over two-hundred bullets. Two pilots swept the enemy trenches with a machine-gun at short range flying very low.

PRISONERS TAKEN IN ABLAINCOURT-BELLOY FIGHTING.

(REUTER'S TELEGRAM.)

PARIS, Oct. 16.

A communiqué says eleven-hundred prisoners were captured on the 14th in the Ablaincourt-Belloy sector.

GREAT BATTLE ON CARSO.

260,000 ITALIANS ATTACKING.

1000 GUNS AT WORK.

(REUTER'S SPECIAL WAR SERVICE.)

ZURICH, Oct. 16.

Telegrams from the Austrian front state that 260,000 Italians have been incessantly attacking on the Carso for 72 hours and that a thousand guns have been firing violently and without interruption for eleven days and nights. Storming columns advance on a narrow front in very deep formation in continuous waves accompanied by machine-guns and even cannon.

ITALIAN PROGRESS TOWARDS MOUNT ROITE.

GUNS AND AMMUNITION CAPTURED IN COSMAGONE.

(REUTER'S TELEGRAM.)

LONDON, Oct. 15.

A Italian official statement says the Italians have progressed further towards Mount Roite and have captured a battery of four mountain guns and much ammunition in the Cosmagone area.

ENEMY INTERESTS IN ENGLAND.

GROWING FEELING FOR COMPLETE AND SPEEDY ELIMINATION.

(REUTER'S TELEGRAM.)

LONDON, Oct. 15.

"The Times" says there is a growing feeling in the City in favour of a complete and speedy elimination of enemy interests, particularly of German and semi-German banks which did an enormous business in acceptances with the object of discovering the secrets of the British trade, and who were the best buyers and best sellers.

The particulars were forwarded to Berlin and distributed among the German business men enabling them to compete successfully in business.

GERMAN TRADE MOVEMENT AFTER THE WAR.

(REUTER'S SPECIAL WAR SERVICE.)

LONDON, Oct. 16.

The "Frankfurter Zeitung" says that the Krupp's have purchased interest in the Norddeutsche Lloyd. This is the latest development of the trade movement after the war, linking up banking, steel, iron, coal and shipping interests.

SEQUEL TO TAI MAHARAJ CASE.

CLAIM FOR POSSESSION OF ESTATE.

(ASSOCIATED PRESS.)

POONA, Oct. 16.

The revival of the *cause celebre* known as the Tai Maharaj case came before the District Court of Poona to-day in the shape of a suit filed by Jagganath Vasudeo Pandit to recover from the Secretary of State for India, the Court of Wards in the Central Division, and the Collector of Poona the estate of the late Baba Maharaja. The last named it may be mentioned, was Guru to the Maharaja of Kolhapur and at his death left a young widow named Tai Maharaj. Messrs. Tilak, Khaparde, Kumbhojkar and Nagpurkar were appointed trustees of the estate and in conformity with the provisions of Baba Maharaja's will they got the widow to adopt a young boy of six years named Jagganath Vasudeo Pandit. Subsequently the widow with the approval of Nagpurkar, the fourth trustee, adopted a young man of nearly her own age named Bala Maharaj. Litigation followed covering fourteen years and on the 25th March, 1915, the Privy Council declared the first adoption to have been a valid one.

Jagganath who came of age two months ago served a notice on the three defendants named in the present suit to hand over Baba Maharaja's estate to him and to furnish him with a statement of accounts. No notice appears to have been taken of this, hence the present suit. The value of the estate in Poona, Satara and Belgaum districts is set down at Rs. 2,25,120 while costs etc., bring it to nearly four lakhs.

Messrs. G. M. Patwardhan, K. B. Naik and N. C. Kelkar appeared for Shri Jagganath Pandit. Litigation promises to be prolonged.

U59 RETURNING TO GERMANY.

(REUTER'S TELEGRAM.)

WASHINGTON, Oct. 16.

Officials believe that the U59 is now returning to Germany and that it is the intention of the German Admiralty to make sudden raids after which submarines will return home to replenish.

RAILWAY CONFERENCE.

STATE V COMPANY MANAGEMENT.

MAJOR HEPPER ON DEVELOPMENT OF INDUSTRIES.

(ASSOCIATED PRESS.)

SIMLA, Oct. 16.

The Indian Railway Conference began its sitting this morning at 11 at Simla, when Major H. A. L. Hepper, R. E., Agent, G. I. P. Railway, presided.

There was a large attendance of delegates representing the different railway administrations in India.

Major Hepper in his opening speech said:—

Colonel Cowie at the last Session of the Conference referred to the effect of the war upon Indian railways; the depletion of staff; the reduction of capital and revenue expenditure; the manufacture of munitions in railway workshops; and the heavy strain imposed on railway administrations by the various trooping movements. Towards the end of last year a further abnormal condition arose owing to sea freight having become unobtainable for the coal supply of Western India, resulting in a wholly unforeseen long distance mineral traffic which, added to a large business in the usual commodities, is taxing the resources of the railways very considerably.

So far, although there have been anxious moments, the position has been met, if not always without inconvenience to suppliers and consumers, at least without dislocation of private or Government business; and there seems no reason to anticipate any serious breakdown in this respect, in spite of the fact that the margin of available capacity is a very small one, if indeed it exists at all. Railways are working a heavy traffic under great disabilities. They are short of staff; short of equipment and material; and short of money; and I believe that our personnel of every grade have good reason to be satisfied with the manner in which very exacting duties are being carried out under conditions of unusual difficulty.

RAILWAY RECEIPTS.

But leaving aside the temporary embarrassment under which railways are labouring on account of the war, a matter of some public interest is the recent decision of the Privy Council that Indian railway receipts are "documents showing title" to goods, within section 102 of the Indian Contract Act, and "instruments of title" to goods, within section 103 of the same Act. This subject, which was brought forward in 1886 by the Bombay Chamber of Commerce, was discussed by the Conference in 1888, and again in 1906 on a reference from the Bombay Grain Merchants Association. On both occasions the Conference expressed itself as opposed to the suggestion that railway receipts should be declared to be negotiable instruments carrying a title to property, like bills of lading, on the ground that such a course would increase the responsibility of railway administrations without any corresponding advantage.

PRIVY COUNCIL'S DECISION.

The decision of the Privy Council appears to be somewhat remarkable in view of the discussion which took place in the Legislative Council in 1888, when the Law Member Mr. (afterwards Sir Andrew) Scoble explained why the Government of India did not consider it advisable to give railway receipts the same effect as bills of lading. The objections to the proposal, as stated by Mr. Scoble, were that if railway receipts were placed on the same footing as bills of lading, railway administrations would become liable for the proper delivery of the goods to the party entitled under the receipt, whether as endorsee or otherwise. As a consequence of this the Railway would have to take into consideration questions as to irregular and forged endorsements. Moreover, in the event of goods being delivered, even to an innocent holder for value when a previous endorsee's signature had been forged, the Railway would be liable to the right holder for the goods so delivered. In addition to this, further inconvenience would arise in connection with the exercise by an unpaid consignor of his right of stoppage in transit.

STATE VS. COMPANY MANAGEMENT.

There is another subject to which a good deal of attention has been drawn, and which has already evoked a certain amount of criticism, informed and otherwise. I refer to the question of State "versus" Company management, which has recently been raised by the Railway Board in a letter addressed to Chamber of Commerce and Trades Associations. The Railway Board stated that, having been forced to the conclusion that it was impossible to base any definite finding upon statistical results, they proposed to pursue the matter by enquiry into the practical side of railway working, and the mercantile community were invited to put on record their experience of State and Company managed lines in regard to such matters as rates, promptitude of despatch and delivery, care and handling of goods etc. It is, I think, unfortunate that the question should have been referred on such narrow grounds, as an impression may have been formed in some quarters that the personal experience of individuals in regard to mere details of working is to form the basis for a decision. It is obvious that the efficiency of a railway in such matters depends on the ability of the traffic staff, and not in any way on the system of management. The question is surely one of State Policy and must be decided on general, political and financial considerations, and not "upon the every day experience of those commercially interested."

But however much such matters as these may engage our attention for the time being, they are of transitory interest compared with one to which I propose to devote the remainder of my remarks.

DEVELOPMENT OF LOCAL INDUSTRIES.

The question of the further development of local industries in India, to enquire into which a Commission has been appointed under Sir Thomas Holland, is one which has a direct bearing on the transport problem; and, on this account, and because Indian railways may be said, at the present time, to be in a state of arrested development, the occasion appears to me to be opportune to attempt, however imperfectly, a very brief survey of some of the points which arise out of a consideration of the progress made in the improvement of open lines during the last ten years or so, more especially in so far as the experience of the pre-war period of activity may be applied to that which is undoubtedly to come.

I think we may take it that at no time during the past decade, certainly not in the busy seasons, have the commercial interests in this country been prepared to admit the ability of the railways to handle expeditiously all the traffic offering, and complaints of congestion and shortage of wagons have constantly brought home to us the difficulties which beset industrial progress in this respect. But, if we accept the charge that the facilities for railway transport continue to be inadequate to the steadily increasing demands of trade, we are entitled to claim recognition of the fact that railways have far from stood still in the matter of development. Comparing the years 1905 and 1914-15 the increase in the freight ton milege, of all railways in India which prepare ton mile statistics for the Administration Report, has amounted to 64 per cent. And since the tonnage available has, as a rule, been fully utilised in the busy seasons, this percentage may be taken to be a fair measure of the increase in carrying capacity which has been affected during the period. It is necessary to remember, however, that the industrial progress of a country is limited by its communications, mainly railways in the case of India, and the argument is therefore a fair one that the constant pressure on our continually increasing facilities for transportation is an indication that a more rapid rate of railway development would be fully justified.

Railway development, apart from new construction, may be said to take place along two well defined lines of activity. The renewal of worn out or obsolete equipment, mainly chargeable to revenue; and the provision of additonal equipment or facilities, principally a charge to capital. Both these processes tend ultimately to greater carrying capacity, for, broadly speaking, we are dependent on the former for the ability to increase our train loads, whilst the main object of the latter is to add to the number of trains it is possible to run, and to provide for speeding up the traffic generally. Different considerations control our progress in these two spheres of work, and it is therefore desirable to discuss them separately.

A CURE FOR CONGESTION.

In speaking of renewals it will be understood that I am referring to locomotives, rolling stock, permanent way and bridge girders; and, since it seems sometimes to be assumed that the development of railways is solely a question of the provision of large capital grants for additional equipment or facilities, I should like to state my belief that the first essential for the cure of congestion is the more general adoption of a heavier goods train load, and the more extended use of wagons of high capacity. But this solution of the difficulty is impossible of attainment if we are hampered, so far our main lines are concerned, by antiquated locomotives of small tractive power, by permanent way and bridges which cannot carry a modern engine, and by old low capacity wagons of weak design, unsuited to withstand the strains which heavier train loads would impose. The timely elimination of worn out or obsolete equipment is therefore a vital factor in the development of railways, and considerable importance must attach to any condition which tends to retard the process of renewal.

The system under which the annual revenue budget grants of the State-owned lines form part of, and are regulated by, the general revenue budget of the country is one which has often been criticised, on the grounds that the revenue grants cannot always be based on the requirements of the railways alone, but must depend partly on general financial considerations with which they have no concern. The grants are naturally cut down when earnings are expected to be low, but when, as often happens, the reduction required is more than can, in practice, be made under running expenses, it is generally in the provision for renewals that much of the retrenchment has ultimately to be effected. In the result besides the uncertainty as to the sums that will be available for renewals from year to year, which renders adherence to any programme a matter almost of impossibility, we have the anomaly that, in years when traffic is slack and conditions are otherwise favourable for carrying out renewals, funds for the purpose are usually restricted. Conversely, money for renewals of permanent way and bridges is more likely to be available in busy seasons, when traffic conditions place a definite limit on the amount of work of this nature which it is possible to do. The effect of this procedure, operating over a considerable period, has, I believe, been that railways have not, in all cases, been able to keep their renewals up to date in recent years, and that some of them had fallen considerably behind-hand, in this respect, before the war broke out.

QUESTION OF RENEWALS.

The present position is of course that renewals of all kinds have been suspended. They depend entirly on the importation of new equipment, and must remain in abeyance until manufacturers in England are again in a position to meet our demands. The situation will therefore be a difficult one in the future, for we shall have to deal, not only with such arrears of renewals as had accumulated prior to 1914, but also with those resulting from the complete stoppage of work which has since occurred. In view of these facts the existing method of financing renewals can hardly be expected to be adequate to meet requirements when normal conditions are again established, and some substitute for the present system, at any rate as a temporary measure, will, I think, have to be found.

One solution would appear to be that the allotments available from the revenue budget for this purpose should, for a few years, be supplemented by advances from capital at a fixed rate of interest, chargeable to the revenue of the railway concerned; the loan being repaid out of revenue at a later period, when earnings have increased in response to the additional carrying capacity resulting from the renewal of the equipment. As an alternative the extra-funds required to wipe off arrears of renewals might be provided by fixed term borrowings, outside the ordinary loans for capital purposes. Some such scheme would have the very great advantage that expenditure on renewals could be provided for according to a settled programme independent of the exigencies of the budget, and that the regular supply of materials from England could, in consequence, be arranged for in advance with much greater facility than is the case at present. But, whatever plan may be devised, I believe that existing conditions clearly indicate the necessity for the adoption of special measures for dealing with renewals after the war, and that now is the time to concert them.

CAPITAL WORKS.

To turn to the question of capital works; the desirability of having a settled programme is no less important than in the case of renewals, and it has frequently been urged that the annual capital grants of railways should be fixed for several years ahead. It is no doubt true that difficulties might confront government were funds for capital expenditure to be guaranteed in advance, but it would conduce to far greater economy and efficiency, in the long run, if some means could be found to place railways in normal times, in the position of being able to work to a fixed three years' programme of capital expenditure. A great improvement has been introduced during the last few years by which railways are enable to submit indents to England some fifteen months before the commencement of the financial year in which the materials are to be used, a procedure which has much simplified matters where locomotives and other items of equipment which take a considerable time to manufacture, are concerned. In the case of large engineering works in this country, however, which necessarily take several years to complete, the uncertainty as to the capital grants to be allotted in future years is still a disturbing factor in the carrying out of an extensive programme, and any measures which may be possible to minimise the difficulties experienced in this respect would be welcomed by railway administrations.

Apart, however, from considerations of the budget, development has, I think, been delayed by conditions for which the railways themselves cannot altogether disclaim responsibility. It is true that these causes are not operative now to anything like the extent that they were in former years, but we are still feeling their effects. I refer to the fact that the past affords many examples of works of improvement undertaken at a much later date than they should have been, and of projects designed in the first instance on far too small a scale. The day of the Consulting Engineer, with its policy of limiting expenditure to the minimum calculated to meet immediate requirements, is happily gone for ever, and I gladly acknowledge the great improvement in this respect which has followed the formation of the Railway Board. But I am inclined to doubt whether, even now, where large projects are concerned, the constant increase of traffic is sufficiently recognised as the main factor which should decide the date of commencement of a work, and govern its design.

With each successive advance in the gross earnings of railways, it is necessary to guard against a tendency to assume that the high water mark has been reached, with a failure to realise that what has been attained is merely a point on the scale on which the development of the trade of the country is being recorded. It stands to reason that if the commencement of a work is deferred until the necessity for it has become imperative, we must expect acute congestion during the years that will elapse before its completion; whilst, if the project has been designed at the outset without sufficient allowance for future increase if traffic, there is never likely to be a time when the facilities in existence at any given moment will be equal to the demand.

THE PROVISION OF FUNDS.

There remains the all-important question of the provision of funds; for no matter how perfect the machinary which may be evolved to ensure the regular and scientific development of railways, our whole progress ultimately depends upon the supply of money. Moreover if, as I have suggested, it should be decided, for some years after the war, partially to finance renewals from capital, it will be necessary to raise, annually, still larger amounts than those which, after exhaustive enquiry, were considered in 1908 to be desirable.

There is little to be gained by comparing the capital expenditure on railways in India during the last eight years with the programme recommended by the Mackay Committee. Nor is it of any avail to waste time in vain regrets that greater advantage was not taken, in the past, of the opportunity to raise capital cheaply. We are concerned with the future. It will be many years before money can be available at the former rates of interest; but seeing that during the three years ending 1914-15 Indian railways have, on the average, brought in a direct return of over 6 per cent. on the capital invested, and in view of the immense indirect benefits which the country would secure through a more efficient system of communications, the problem of finding the large sums that will be required cannot be admitted to be incapable of solution. It is not my province to propose means by which the existing methods of providing funds for capital expenditure on railways should be extended or supplemented, but I am not aware of any circumstances which would suggest a possibility of the failure of the commerce of the country to respond, at once, to the provision of greater facilities for railway transport.

THE FUTURE POLICY.

The conclusions which I believe are clearly indicated by the experience of the past are these: That if railway facilities in India are ever to outstrip the increasing pressure of trade, it will only be by the adoption of a more businesslike treatment of the question of renewals; by the timely provision of new equipment, and of works of improvement affording a reasonable margin over the requirements anticipated at the date of their completion together with larger annual capital grants for open lines. There are those who tell us that India is on the eve of great expansion. Others again remind us that all great wars have been followed by marked commercial activity. The plain fact, as I see it, is that the possibility of any substantial increase in the volume of business must continue to depend on the ability of the railways to handle it. And that if more rapid progress in this respect is to be assured, it will be necessary, after the war, to adopt a bolder, broader policy of railway development.

WHY ROUMANIA CAME IN.

FULL STATEMENT.

Reuters Agency has received from an authoritative Roumanian source the following important statement regarding Roumania's position with reference to the war:—

For a long period the Central Powers had been making the most determined attempts to secure the assistance of Roumania, these attempts often even taking the form of aggression and threats. In fact, Germany made every effort to accomplish her aim and at one period 400,000 German troops were concentrated in Transylvania. Never, from the beginning had Roumanina any intention of going over to the Central Powers, and even if the Roumanian Government had so decided the army and the people would never have joined with the Magyars, who had tyrannised over their own nationals for centuries. No King and no Government would ever have been able to draw on the Roumanian people against their own folk in Transylvania. The moment chosen by Roumania for her entry into the war was the most propitious both for herself and for the Allies. Prepared to suffer heavy losses in forcing the Carpathians she has, as a result of military strategy and of encircling movements succeeded in winning all the passes of those mountains with only trifling casualties. Her aim for the moment is to hold strategical points in order successfully to face the attack which the enemy will not fail to deliver.

The pressure of the Allies on the other fronts had compelled a partial enemy evacuation of Transylvania, and of this Roumania has taken the fullest advantage. Now the Central Powers are endeavouring to collect what troops they can from all the fronts to fling against the new foe in Trasylvania. This is what was expected and what Roumania has prepared for and the combined Russo-Roumanian advance will, it is hoped, show the enemy that his attempts will be unsuccessful.

Though winter begins early in these regions, there is nothing to interfere with railway communications. These remain intact, and Roumania's supply communications are secured, as she holds all the railway systems through the passes.

Apart from military considerations, the ecanomic pressure on the enemy will be enormously increased by the entry of Roumania into the war. This may not be apparent at first, in view of the German harvest, but, before the end of the winter, her position will be very difficulty. Not one half of the corn purchased by Germany has yet left Roumania, and, of course, will not do so. The difficulties that beset Roumania, and the military assistance that she has received from the Allies, are not known to the public, and cannot be discussed publicly. It should be known, however, that much of the necessary war material had to travel half round the world before it could be delivered in Roumania, and it would have been folly for Roumania to have embarked on a campaign of the character expected until she was fully prepared, or to intervene in the struggle until her intervention would prove of maximum value to the Allies. That moment was decided upon, and action taken on the very day appointed. The attitude of the King has not, perhaps, been understood fully by the world, although known to the Allied Governments. Although a Hohenzollerun he is proud to be only a Roumanian, and the first servant of the State. He is as fully determined as other Allied sovereigns to fight the war to a succesful end.

CASUALTY LIST.

(ASSOCIATED PRESS.)

SIMLA, Oct. 16.

The following names of British officers appear in casualty list No. 222, Indian Expeditionary Forces:—

DIED OF DISEASE.

Second-Lieut. H. St. B. Sydenham, Devonshires.
Lieut. D. Deorlett, R. I. M.

WOUNDED.

Captain E. L. Robinson, I. A.
Captain E. W. Spurgin, I. A.

MISSING AND BELIEVED KILLED.

Major G. C. Denton, I. A.
Lieut. P. N. Gurden, I. A.

PRISONER OF WAR.

Captain H. G. Sealy, I. A.

TALES OF THE "TANKS."

AMAZING ADVENTURES.

THEIR SUCCESSES AND MISHAPS.

Writing from the Somme front several days after the heavy armoured and armed cars had made their debut a press correspondent says:—

The more I hear about the armoured cars—the "tanks"—and their amazing adventures in battle, the more I am convinced that the entire Empire will consider their crews worthy of very special praise. Like the submarine voyagers they are locked in a vessel which is exposed to a variety of lurid catastrophes. They control great forces, but by the very reason of their power are subject to dangers which do not beset the ordinary soldier. Yet, single-handed, one of their strange craft is prepared to engage an entire battalion—an entire battery—a trench crammed with machine-guns—and come out of the fray victorious. All these exploits have been performed.

I listened to-day to the stories of some of the young men who took the "tanks" into action on Friday, Saturday, and yesterday. They were told in an open field, where a group of battle-scarred cars were resting after their labours. The men in them had tilted at German trenches, heard the furious rattle of machine-gun bullets against their armour, been shaken by bombs and even battered by shells while ramming dugouts and moving down Bavarians, but the dry recital of their nightmare experiences did not even hint that they had accomplished anything out of the ordinary.

Let me begin, haphazard, with the story of an "emergency" tank—thrust into the order of battle at the last minute with a "scratch" crew, with instructions to fight on our extreme right above Combles. Through no effort of the frightened Boches, the steering gear went wrong, and the pilot could only travel straight ahead. This he did. He eventually found himself astride a German trench on the outskirts of Combles—a little out of his reckoning. Here he halted, enfilading the trench repeatedly, until a chance shell of large dimensions hit the car, making it impossible to move forward or back. For five hours the crew of the "tank" worked their guns while parties of German and British bombers lobbed their missiles across from opposite sides. Eventually the Germans were killed or driven off, and the crew of the "tank" returned safely through a deadly enemy barrage.

KNOCKING OUT MACHINE-GUNS.

A second "tank" travelled about halfway up Bouleaux Wood until in a position enabling it to enfilade the enemy's trenches. Then the commander discovered that the infantry were not coming up behind him, so he went back for them. Again he went forward, with the infantry following, passing over enemy trenches and continuing his journey to the outskirts of Morval. Subsequently the commander found that he was again alone. Not wishing to keep all the fruits of victory for himself, he again turned and went back to find the infantry for whom he was acting as a kind of chaperone. He made a return journey of more than 1,500 yards in their direction, and then discovered that the infantry had been held up by a group of machine-guns which had been turned on them from a trench previously reported as unoccupied. Calmly hoisting itself astride the trench, the "tank" took a hand in the firing, knocking ont one machine-gun after the other until the trench was unoccupied—save by bodies.

Unfortunately the "tank" became wedged in an unusually deep crater, and the crew could not extricate it, even though they emerged and tried to dig it out—with the enemy firing at them from another trench seventy yards away. Then the fun really started. Parties of German bombers worked around to one side of the car, while British bombers from the infantry took cover on the opposite side. The ensuing duel lasted an hour and a half. The Germans tried to drop their bombs on the roof of the "tank" without success. A corporal of the "tank's" crew seized a German bomb which fell among his companions, and tried to fling it back, but it exploded, blowing him to pieces. Eventually the German bombers were driven off, and the crew returned to the British lines.

In one group of advancing "tanks" eight out of ten reached the point to which they were directed at the beginning of the offensive. North-west of the Ginchy Telegraph one of this group silenced a group of six machine-guns in a redoubt, concentrating its fire on one after another. All of them did useful work in clearing other machine-gun parties out of craters. The enemy had, poised his guns on the far lip of the crater and it was extremely difficult to spot them in the tumbled earth. Another "tank" in this group captured a trench full of Germans just east of Delville Wood. The pilot saw a white flag waving violently and advancing towards him as he was about to halt his "tank" on the trench and sweep it from both sides. Behind the white flag streamed a long procession of unarmed Germans with their hands in the air. The "tank" accepted their surrender, and told them to pass back to the British lines.

Early in the fighting a "tank" "steamed" into a redoubt where a strong detachment of German machine gunners were holding up one part of the British advance, and calmly cruised about, firing in every direction. The enemy took cover, and being unable to capture the entire position alone the "tank" finally came back.

One "tank" cleared a trench near Delville Wood, and then started on another mission in a north-esterly direction. This accomplished, it halted in a region thickly strewn with British wounded. The crew alighted, and for three hours worked under heavy shell-fire tending the fallen men and helping carry them into shell craters.

SILENCING A BATTERY.

The "tank" that silenced a battery outside Gueudecourt had first made a lonely tour through that enemy-held village, advancing from the direction of Flers. No Germans were found in the village—they must have fled to their dug-outs when the monster hove in sight—so it came back again, and on the return journey found the field guns referred to. The guns were silenced, but a shell, which must have been aimed point-blank from another hidden battery knocked the "tank" out of action.

". . . . When the commander was last seen," continued my informant, "he was standing beside the wrecked car dressing his wound, and a machine gun was playing on the group."

It was the good "tank" "Dreadnought" that went first into Flers. Very few Germans were encountered in the High Street, and they were promptly shot down. Flers was in a fair state of preservation, the streets were navigable and some of the houses still standing; it has since been heavily shelled by the German guns. Three cars visited Flers on the first day, and remained until the Germans began their first bombardment of the place.

A curious experience befell the crew of a "tank" that helped to clear the Germans out of Foureaux ("High") Wood. It climbed into the enemy trenches in the wood and did terrible execution with its gun, when the occupants tried to bolt to their support treaches. After raking the ground for half an hour the commander found that the infantry had not arrived in accordance with his plan. He and the crew got out to reconnoitre, and while in the German trench some of the enemy reappeared. The commander made them surrender at the point of the revolver and just then the infantry arrived to take charge of the prisoners.

"It was an akward moment," said my informant, "for otherwise he could not have taken them back in the car, and they might have realised that these few men were absolutely alone."

MACHINE-GUN NEST DESTROYED.

Another "tank" engaged in the clearance of Foureaux Wood was told to silence the machine-guns in great crater on the eastern edge of the wood. When it rolled into the crater the gunners fled in terror, leaving their twenty-five guns. Foureaux Wood was quite free of the enemy in an hour from the time the "tanks" began to work.

There is a nautical atmosphere about the "tanks." Their officers salute Navy fashion. As one of them said to me: "You have to be everything, from a mechanic to a sailor," and I am inclined to think they are as handy men as ever sailed the sea. Their land craft,—some of them christened with strange names,—are surely breeding a new type of soldier which will become as distinct as the sailors of the air.

You should have seen the "Cordon Rouge" ploughing over a crater filled valley this afternoon, on its way to report to a certain brigadier for duty. The ground was as tossed about and billowy as the sea, for not as much as a square foot had been left untouched by the enemy's shells.

"Cordon Rouge" steered safely into port and anchored outside a spacious German dugout, where the brigadier sat with his staff. A smart young lieutenant slipped briskly through the hatchway and "came ashore," darted down the steep entrance passage three steps at a time, and came to attention before the brigadier with a quarter-deck salute.

"'Cordon Rouge' is ready for action, sir."

"Right," said the brigadier "don't bring it downstairs."

LIFE IN BRUSSELS.

GARRISON OF BOYS AND OLD MEN.

The "Matin" has commissioned a subject of a neutral State to visit Belgium first, and then Germany, in order to make an investigation into the enemy's condition, moral and material.

The correspondent begins by telling of the difficulties he had to surmount on his arrival in Brussels, where he lodged with a Belgian family.

He says that the Brussels garrison is of the most heterogeneous description, comprising quite young lads and Landsturm greybeards.

A feeling of dismay prevailed among the Germans when the news of Italy's declaration of war became known. The Germans were afraid that the declaration might synchronise with renewed action on our front.

Many German officers have their wives and children living with them in Brussels. They lodge with residents of the city, and pay their way liberally, eight francs a day being the average.

All the public buildings, as well as the King's palace, have been transformed into hospitals. The Germans are requisitioning in a very exacting spirit all the nickel and copper and all the horses to be found in Brussels.

Food in the city has, of course become very dear. Butter costs nine francs a kilo, meat ten francs, cheese eleven chocolate eleven. Seven sous are asked for an egg, sixteen francs for a rabbit, and fourteen francs for a very poor specimen of a chicken. Olive oil is twenty-two francs a kilo.

Almost all the butter in Belgium goes to Germany. Special military commissions scour the country buying it up. Bread rations have been instituted of 330 grammes a day. The system of food tickets has not yet been introduced in Belgium.

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CASUALTY LIST.

(Reuter's Telegram.)

LONDON, Oct. 5.

The following casualties are announced:—

KILLED.

Second-Lieut J B C Capper, Field Artillery.
Second-Lieut D O Constable, Grenadiers.
Second-Lieut F P Cooper, Warwicks.
Lieut T B Coultas, East Yorkshires.
Second-Lieut J H Dore, West Yorkshires.
Captain W D Drury Lowe, Grenadiers.
Second-Lieut A C Flower, Grenadiers.
Second-Lieut R Gandon, Dorsets.
Captain C G Goschen, Grenadiers.
Second-Lieut P R Grey, Northumberlands.
Second-Lieut S T Heaton, West Yorkshires.
Second-Lieut L J Hooper, Dorsets.
Lieut J F L Joicey Cecil, Grenadiers.
Major G E Kidd, Field Artillery.
Second-Lieut A G S Leggatt, Field Artillery.
Second-Lieut J A Lock, Northumberlands.
Lieut J Mackenzie, Northumberlands.
Second-Lieut W S Muir, Argyll and Sutherlands.
Lieut P J O'Kelly, Field Artillery.
Second-Lieut W C D Paterson, Royal Scots.
Lieut M H F Payne-Gallwey, Grenadiers.
Second-Lieut R S Pearse, Field Artillery.
Second-Lieut E L Perris, Yorkshires.
Second-Lieut T N Robinson, Durham Light Infantry.
Captain W A L Stewart, Grenadiers.
Captain A C W Vincent, Dorsets.
Lieut A S Wells, Northumberlands.

PREVIOUSLY REPORTED WOUNDED NOW DIED OF WOUNDS.

Captain K A Brooke-Murray, Service Corps.
Second-Lieut A L Menzies, Field Artillery.

WOUNDED.

Captain R L Abell, Field Artillery.
Second-Lieut H M Achilles, Field Artillery.
Captain L Adamson, Medicals.
Second-Lieut N L Anderson, South Staffords.
Captain E S Armstrong, Northumberlands.
Captain W Arnold, Field Artillery.
Second-Lieut W P Ballantine, Suffolks.
Lieut W H Barkham, Northamptons.
Second-Lieut J B M Barnum, Field Artillery.
Captain G G H Batty, Northamptons.
Lieut W L Batty, Yorkshires.
Lieut F Barstow, West Yorkshires.
Captain L J Beirne, Essex.
Second-Lieut A Bickley, Gloucesters.
Lieut-Colonel A St J Blunt, York and Lancasters.
Second-Lieut A S Bourne, South Staffords.
Second-Lieut F K Bradford, Northumberlands.
Lieut H A Burdett, Essex.
Second-Lieut S L Cannon, Shropshire Light Infantry.
Captain F M M Carlisle, Highland Light Infantry.
Captain G D R Carr, Medicals.
Captain R N Carr, Border Regiment.
Captain G F G Catty, Field Artillery.
Second-Lieut W H Chawner, Irish Rifles.
Second-Lieut R Chatt, Durham Light Infantry.
Second-Lieut R A R Clark, Field Artillery.
Second-Lieut J F Crellin, Sherwoods.
Lieut J Critchlow, Sherwoods.
Second-Lieut R L Crofton, Northumberlands.
Second-Lieut W A W Cummings, Machine Gun Corps.
Lieut J C Davies, West Yorkshires.
Lieut M W B Deane, Lancashire Fusiliers.
Captain W D Dodge, Cheshires.
Second-Lieut G Duerden, North Lancashires.
Lieut A K Fagge, Field Artillery.
Second-Lieut J G Ferry, Field Artillery.
Lieut N A C Flower, Grenadiers.
Second-Lieut W S Fox, Royal Fusiliers.
Second-Lieut W H Foy, Northumberlands.
Second-Lieut E A McA Franklin, Dorsets.
Second-Lieut H P Frend, Northamptons.
Second-Lieut A Fulton, Border Regiment.
Second-Lieut J L Garrard, Field Artillery.
Second-Lieut E J L Garstin, Middlesex.
Lieut F W C Gillson, West Yorkshires.
Lieut F W Goddard, Essex.
Second-Lieut H W Goddard, Northamptons.
Captain R M Gould, Middlesex.
Second-Lieut D Graham, Cameronians.
Lieut J E S Green, Rifle Brigade.
Captain A L Gregory, Dorsets.
Captain C G Grice-Hutchinson, South Staffords.
Second-Lieut C L Haddon, Durham Light Infantry.
Lieut J N Hall, Northumberlands.
Second-Lieut F A F Hampton, Northumberlands.
Second-Lieut J Hannaford, Suffolks.
Second-Lieut J C B Harris, Lancashire Fusiliers.
Second-Lieut E G Hayes, Garrison Artillery.
Second-Lieut C H C Healey, Grenadiers.
Second-Lieut C M Hennell, Engineers.
Second-Lieut A W Henri, Cheshires.
Second-Lieut D P Hirsch, Yorkshires.
Second-Lieut J H E Hughes, Garrison Artillery.
Second-Lieut N T C Hunter, Field Artillery.
Second-Lieut G H Jeary, Norfolks.
Second-Lieut M J Keating, Lancashire Fusiliers.
Second-Lieut C G Keys, Northamptons.
Lieut E King, Dorsets.
Second-Lieut G E King, Sherwoods.
Lieut L C Knocker, Cheshires.
Lieut E E H M Earl of Lisburne, Welsh Guards.
Second-Lieut E A Lister, Yorkshires.
Lieut J D Mason, Cheshires.
Captain H Mathewson, Medicals.
Captain L H Methuen, Argyll and Sutherlands.
Lieut E Mews, Field Artillery.
Second-Lieut H G Michie, Northumberlands.
Second-Lieut W M Moore, Irish Fusiliers.
Second-Lieut T T Morris, Liverpools.
Captain T R J Mulligan, Bedfords.
Second-Lieut L A Nendick, Northamptons.
Lieut L N B Odgers, Middlesex.
Second-Lieut D S C D E O C O'Riordan, Liverpools.
Second-Lieut J G R Pacy, Durham Light Infantry.
Second-Lieut E N Park, Border Regiment.
Captain W J Parsons, Middlesex.
Lieut G Phillips, Field Artillery.
Captain A E B Plummer, Northumberlands.
Major C A Pollard, Field Artillery.
Second-Lieut F E A Postill, Yorkshires.
Second-Lieut C B Prior-Wandesforde, Yorkshires.
Second-Lieut A P Quaife, Dorsets.
Second-Lieut A J L Ramm, Yorkshires.
Second-Lieut H S Richards, Essex.
Lieut J G Richards, Field Artillery.
Colonel G E Ripley, Northamptons.
Captain E F L Russell, Liverpools.
Second-Lieut W S M Ruxton, Border Regiment.
Second-Lieut R M Savage, Field Artillery.
Lieut L Sayer, Warwicks.
Second-Lieut B J Scott, Bedfords.
Second-Lieut J Scott, Highland Light Infantry.
Second-Lieut H T Seward, Engineers.
Second-Lieut J F L Sieber, East Yorkshires.
Second-Lieut I A Sleightholm, Yorkshires.
Second-Lieut B V S Smith, Warwicks.
Second-Lieut C N Smyth, Northamptons.
Second-Lieut H H Staniland, Field Artillery.
Second-Lieut W M Stanton, Bedfords.
Second-Lieut H G Stenning, Garrison Artillery.
Second-Lieut G A B Stephenson, Field Artillery.
Captain E F Stokes, Northamptons.
Second-Lieut M L Studdy, Northumberlands.
Second-Lieut E O P Swain, Sherwoods.
Captain C E H Tempest-Hicks, Lancers.
Captain P A Trechmann, Durham Light Infantry.
Lieut G A Tugwell, Yorkshires.
Second-Lieut M H Walker, Field Artillery.
Lieut R P Walker, Middlesex.
Second-Lieut P H Wardlaw, Field Artillery.
Captain H Warren, West Kents.
Second-Lieut R R Waters, Argyll and Sutherlands.
Rev C H Weller, Chaplain.
Captain P G Westmacott, Field Artillery.
Second-Lieut N Wild, Garrison Artillery.
Second-Lieut A J Wilkinson, Middlesex.
Second-Lieut T W M Wilkinson, West Yorkshires.
Second-Lieut W Wilkinson, Sherwoods.
Lieut C F Wise, Field Artillery.
Rev R H Woolridge, Chaplain.
Second-Lieut A C Young, Irish Fusiliers.

WOUNDED AND MISSING.

Second-Lieut R Langley, Yorkshires.

MISSING BELIEVED KILLED.

Lieut E N Chart, West Yorkshires.

MISSING.

Second-Lieut S Dendrino, Flying Corps.
Second-Lieut M S Faraday, Field Artillery.
Lieut J H Lowson, Royal Scots.
Second-Lieut E Richardson, Yorkshires.
Second-Lieut F W Robinson, Machine Gun Corps.
Second-Lieut H A Taylor, West Kents.

OFFICIAL CORRECTIONS.

WOUNDED.

Second-Lieut A B Rolwerson, Lancashire Fusiliers, should read Second-Lieut A B Rowlerson, Lancashire Fusiliers.
Captain W C Wollett, Yorkshire Light Infantry, should read Captain W C Woollett, Yorkshire Light Infantry.

LONDON, Oct. 6.

The following casualties are announced:—

KILLED.

Second-Lieut A C T Almack, Northamptons.
Second-Lieut J Anderson, Scottish Borders.
Lieut L A Ballance, Kings Royal Rifles.
Second-Lieut J W Bemeon, Sherwoods.
Second-Lieut A W Bowman, East Yorkshires.
Second-Lieut A Brewerton, Middlesex.
Second-Lieut A H Card, Middlesex.
Second-Lieut F Chalmers, East Yorkshires.
Second-Lieut R Cleminson, East Yorkshires.
Second-Lieut E L Cole, Northamptons.
Second-Lieut N O Collen, East Yorkshires.
Second-Lieut L P Cocke, Essex.
Lieut H H Dunn, Liverpools.
Lieut E W England, Yorkshires L I.
Lieut E W England, Yorkshire Light Infantry.
Second-Lieut E Gaunt, West Yorkshires.
Second-Lieut E Gibson, West Yorkshires.
Second-Lieut P A T Goddard, Royal Fusiliers.
Captain R F Gosset, East Yorkshires.
Second-Lieut C W C Hannah, Devons.
Second-Lieut H W Hayward, Northamptons.
Lieut J F M Hind, Sherwoods.
Captain F W T R Hinings, East Yorkshires.
Captain L G Holt, North Lancashires.
Second-Lieut L Hughes, Middlesex.
Second-Lieut J N Kilby, York and Lancasters.
Lieut M A Knatchbull-Hugessen, Grenadiers
Captain E C Longworth, Lancashire Fusiliers.
Captain W F Macalevey, Medicals.
Lieut C E McDonnell, Middlesex.
Second-Lieut S H Mason, Suffolks.
Lieut R A Miall-Smith, Royal Fusiliers.
Second-Lieut A C Pechin, Essex.
Second-Lieut C D Prangley, Lincolns.
Second-Lieut K Restall, Middlesex.
Lieut A G Rogers, Middlesex.
Second-Lieut R M Rogers, Scottish Borderers.
Second-Lieut I H M Ross-Taylor, Bedfords.
Captain W H Rushton, Lincolns.
Captain C P G Sanders, North Lancasters.
Captain T E Sayer, Yorkshire Light Infantry.
Major M C Scarborough, Middlesex.
Lieut P S B Schooling, Lancashire Fusiliers.
Second-Lieut W S Scruby, Middlesex.
Second-Lieut A Shanley, Northumberlands.
Second-Lieut A V Skevington, Yorkshire Light Infantry.
Captain A Stevenson, Sherwoods.
Second-Lieut W H Stone, Northamptons.
Captain J E Sugden, Irish Rifles.
Second-Lieut R H C Telfer, Scottish Borderers.
Major W N Tempest, Yorkshire Light Infantry.
Lieut A H Thompson, Yorkshire Light Infantry.
Second-Lieut G M Truss, Scots Guards.
Second-Lieut A E Watts, Yorkshire Light Infantry.
Major E Whinney, Middlesex.
Second-Lieut C H C Winkworth, Yorkshire Light Infantry.

PREVIOUSLY REPORTED WOUNDED AND MISSING BELIEVED KILLED NOW KILLED:—

Second-Lieut C W Tomlinson, West Ridings.

DIED OF WOUNDS.

Second-Lieut J E N P Denning, Lincolns.
Second-Lieut K Elphick, Irish Rifles.
Second-Lieut W J Gardner, Leicesters.
Second-Lieut E A Knipe, Scottish Borderers
Second-Lieut A F Smith, Cheshires.

PREVIOUSLY REPORTED WOUNDED NOW DIED OF WOUNDS.

Second-Lieut J N J Powlesland, Londons.

WOUNDED.

Second-Lieut J R W Alexander, Sussex.
Second-Lieut R A Alldred, North Lancashires.
Second-Lieut G B Andrews, Yorkshires.
Second-Lieut N F E Anson, Kings Royal Rifles.
Captain N Atkin, York and Lancasters.
Second-Lieut E Bailey, Sherwoods.
Second-Lieut L C Bailey, Northamptons.
Second-Lieut L W Battershill, Machine Gun Corps.
Second-Lieut V W Bennett, Engineers.
Second-Lieut R W Bowyer, Sherwoods.
Second-Lieut A C Box, East Yorkshires.
Second-Lieut H R Bradshaw, Yorkshire Light Infantry.
Lieut J P Bristowe, King's Royal Rifles.
Second-Lieut W Brydges-Sayers, Limcolns.
Major E C Burnup, Engineers.
Second-Lieut J E Caldwell, Yorkshire Light Infantry.
Major W A Campbell, North Lancashires.
Lieut-Colonel C C Carr, Royal Fusiliers.
Second-Lieut J S Carr, Lincolns.
Captain L P Causton, East Kents.
Second-Lieut W K Clarke, Bedfords.
Second-Lieut R A Cliffe, South Staffords.
Lieut Hon. V A W B Cochrane-Baillie, Scots Guards.
Lieut T G C Coggin, Londons.
Lieut G E Cornaby, Royal Fusiliers.
Captain W R Corral, East Kents.
Second-Lieut S O Cromie, Coldstreams.
Lieut G F J Cumberlege, Royal Fusiliers.
Second-Lieut S Dalziel, Durham Light Infantry.
Lieut J L Llewelyn, Coldstreams.
Second-Lieut H R Dixon, Yorkshire Light Infantry.
Second-Lieut H J Eley, Sherwoods.
Second-Lieut H G Fycott, East Yorkshires.
Second-Lieut A W Farnan, King's Royal Rifles.
Second-Lieut A D Ferguson, Northumberlands.
Lieut-Colonel C E Fishbourne, Northumberlands.
Lieut O R Forster, Engineers.
Second-Lieut R S Foster, Shropshire Light Infantry.
Lieut R V Franklin, Flying Corps.
Second-Lieut F W Frazier, Lincolns.
Second Lieut D M Fuller, Royal Fusiliers.
Captain G A Gamble, Yorkshire Light Infantry.
Second-Lieut W T D Gardom, Field Artillery.
Second-Lieut R W Gates, Northamptons.
Second-Lieut A J Gee, Field Artillery.
Second-Lieut J A B Gemmell, North Lancashires.
Second-Lieut J C H Gordon, Gordons.
Lieut H A Gough, West Yorkshires.
Second-Lieut E R Graham, Yorkshire Light Infantry.
Lieut W T L Grant, Scottish Borderers.
Second-Lieut H M Gray, Royal Fusiliers.
Lieut E J Groves, Cheshires.
Second-Lieut J Herratt, Londons.
Second-Lieut J A Hoogterp, East Kents.
Captain W G I Hope, King's Royal Rifles.
Second-Lieut C H Horsley, Cheshires.
Second-Lieut J L Hoult, West Yorkshires.
Second-Lieut H A Jones, Suffolks.
Second-Lieut D V Lawson, East Yorkshires.
Lieut H M Luttman-Johnson, Engineers.
Second-Lieut F McBride, Coldstreams.
Second-Lieut M W Macnay, Yorkshires.
Second-Lieut E C Masterson, Lancashire Fusiliers.
Second-Lieut N H Mathews, Suffolks.
Lieut V E S Mattocks, Inniskillings.
Second-Lieut H M Moritz, Lancashire Fusiliers.
Captain K A Morris, Border Regiment.
Second-Lieut C K Moseley, Yorkshire Light Infantry.
Captain B N Murphy, Medicals.
Second-Lieut A Neilson, Engineers.
Second-Lieut F P Nilen, Yorkshire Light Infantry.
Second-Lieut D Peterson, Gordons.
Lieut C W Price, West Yorkshires.
Lieut J E Richards, Sherwoods.
Second-Lieut E O Rippingville, East Yorkshires.
Lieut G G Riviere, Rifle Brigade.
Second-Lieut B L Rose, Norfolks.
Second-Lieut N J Sanderson, North Lancashires.
Second-Lieut S C Saward, Engineers.
Second-Lieut J Shaw, Lancashire Fusiliers.
Second-Lieut E P Short, Yorkshire Light Infantry.
Second-Lieut C Simmons, Lincolns.
Second-Lieut J P Simpson, West Yorkshires.
Second-Lieut C E Sowry, Yorkshires.
Second-Lieut L R Spittal, Shropshire Light Infantry.
Second-Lieut G Stockwell, Dorsets.
Second-Lieut F E Tranter, Warwicks.
Second-Lieut R D Trevor-Roper, Sherwoods.
Second-Lieut A O Vick, Yorkshires.
Second-Lieut N Vickers, East Yorkshires.
Second-Lieut A L Walker, Royal Fusiliers.
Second-Lieut G R P Wall, Lincolns.
Second-Lieut W Warburton, Garrison Artillery.
Lieut A M Watt, Bedfords.
Second-Lieut V H Wells-Cole, Yorkshire Light Infantry.
Second-Lieut H D Were, Field Artillery.
Second-Lieut G H Whitaker, Liverpools.
Lieut G White, Northumberlands.
Second-Lieut H MacG Whitehead, Sussex.
Second-Lieut R E T Windover, Field Artillery.
Second-Lieut J R Wright, East Yorkshires.
Second-Lieut H F Young, Sherwoods.

WOUNDED AND MISSING.

Second-Lieut J S H Palmer, North Lancashires.

MISSING.

Second-Lieut A T Easom, Flying Corps.

PREVIOUSLY REPORTED MISSING NOW WOUNDED AND PRISONERS OF WAR.

Lieut A Howarth, West Yorkshires.
Second-Lieut W H Spargo, Liverpools.

PREVIOUSLY REPORTED MISSING NOW PRISONERS OF WAR.

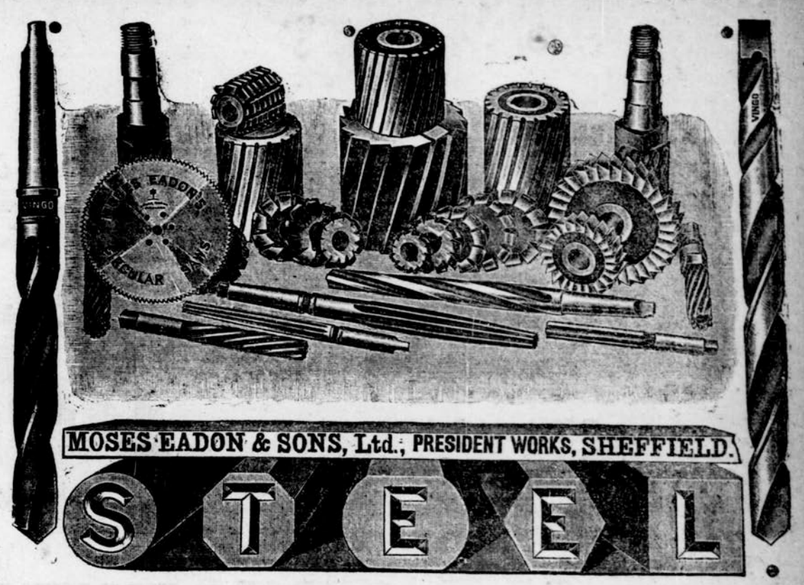
Second-Lieut C R D Bustard, Liverpools.
Second-Lieut A R Carr, Scots Fusiliers.
Second-Lieut P McHugh, Scots Fusiliers.
Second-Lieut D Tantlor, Camerons.

OFFICIAL CORRECTION.

WOUNDED.

Second-Lieut A G Winterbotham, Yorkshires, should read Second-Lieut A G Winterbottom, Yorkshires.

VINGO



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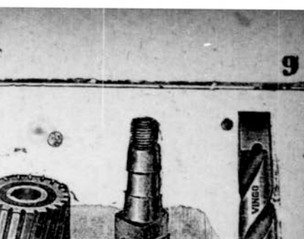

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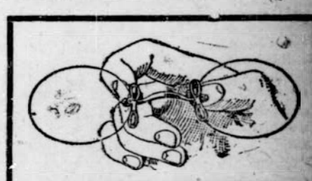

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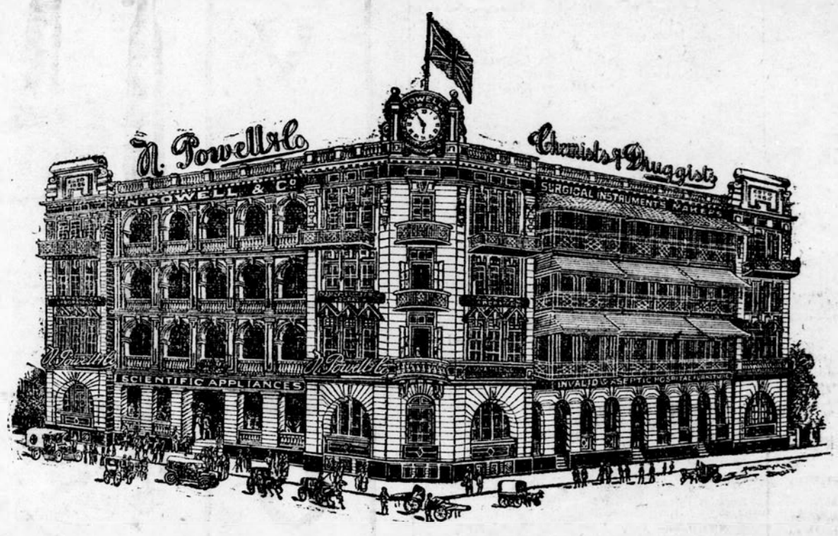
By Special Appointment.

CHEMISTS

To H. E. THE VICEROY.



By Special Appointment.

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